ADMINISTRATION REPORT OF CIVIL WORKS

OF THE

PUBLIC WORKS DEPARTMENT,

(GENERAL BRANCH),

BOMBAY PRESIDENCY,

FOR THE YEAR

1891-92.

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FOR THE YEAR 1891-92.

GENERAL REMARKS.

The total expenditure of the year on Civil Works was Rs. 65,07,160 as below :—

			Rs.	Rs.
Outlay in India.				
Imperial			... ...	2,95,920
Provincial			... 39,95,095	
Suspense			... −35,560	
				39,59,535
Contributions.	Provincial		... 2,82,327	
	Excluded Local Funds		... 5,41,170	
				8,23,497
Incorporated Local Funds			... 12,00,356	
Profit and Loss			... 92	
Suspense			... −18	
				12,00,430
		Grand Total ...	...	62,79,382

In round figures the expenditure on new works was Rs. 31 lákhs; on Repairs 19½ lákhs; on Establishment 11¼ lákhs; and on Tools and Plant about 1 lákh.

2. Under Imperial Services no works of any magnitude were carried out during the year, but steady progress was made, to the extent of the grants sanctioned, in providing for the wants of the various departments coming under this head. Provision had been made for two large works, viz., a Branch Custom House, near the Prince's Dock, at Bombay, and (2) quarters, in two blocks of four quarters each, for the Mechanics of the Bombay Mint at Colaba, the estimated cost of which is Rs. 1,50,000 and Rs. 1,60,421, respectively, but neither could be proceeded with. The commencement of the first was delayed, pending settlement of the question regarding the convenience or otherwise to the trading public of the removal of the whole Customs Establishment from the Fort to offices near the Prince's Dock, which was not decided till about the end of November, when it became necessary to re-consider the whole question of the extent of the accommodation to be provided, and to revise the designs, and this had not been settled when the year closed. A commencement could not be made with the second, as the Mint Master objected, on sanitary grounds, to the site selected along the Colába Causeway, to the east of the blocks of buildings recently erected as quarters for the students of the Elphinstone College, and the question is still under consideration. Steady progress was made in meeting the most urgent wants of the Salt Department, in the matter of providing roads, custom-houses and nákas, quarters for establishment, &c., at various stations, so far as the grants made by the Government of India allowed, but none of the works were of any importance. The revised grant in the year for the Somáli Coast was Rs. 75,500, from which works and repairs, mostly of a petty character, still remaining to be provided to complete the requirements of the various departments at the stations on that coast, were carried out, by the Military Works Department, the detail of which will be found in the report.

3. Under Provincial Services the progress which has been made during the year in providing new buildings for the accommodation of the various Government Departments, in improvement of existing buildings, in the construction of Medical and Educational buildings, &c., has been briefly as follows :—

4. In the Revenue Department, the water-tower of the Record Office for State and Alienation Records at Poona, which remained unfinished at the close of the past year, was completed; record accommodation for the Revenue Survey Records was provided at the Collectors' Kacheris at Belgaum and Dhárwár; new offices for the Collectors of Kolába and Dhárwár were in progress, and additions and alterations were carried out to the Collector's Accounts Office at Poona; two District Bungalows were completed, and one was in progress, and special repairs were effected to another; a residence for one Assistant Collector was commenced, and special repairs were sanctioned and in progress at another; five new Mámlatdárs' Kacheris were completed, and one was in progress; and additions and alterations, and protective works were completed at two others; one Mahálkari's Kacheri was completed; four new Mukhtyárkarates were in progress in Sind, and special repairs and additions and alterations to four others and to two Kardárates, were in progress or completed.

5. In connection with Government Houses, the band quarters at Mahábaleshvar were completed, and quarters were provided for the Apothecary at Ganesh Khind. Improvements were effected to the Government House, and Commissioner's Office at Karáchi.

6. Secretariat Offices were constructed at Mahábaleshvar, to supply a much felt want.

7. Under Distilleries, the large new distillery buildings at Surat and Dhulia, and two residences for Inspectors, have been completed, and additional accommodation is under provision at one station.

8. In connection with Court-houses, the drainage of the High Court Building at Bombay has been improved; additions and alterations were completed or in progress at three District Judges' Courts; special repairs and additions to two District Judges' Bungalows were carried out; additions and improvements were effected to a Small Causes Court; four new Subordinate Judges' Court-houses were completed, one was added to, and additions and alterations were carried out to four others.

9. Under Jails, work on the New Jail and Workhouse at Bombay, the plans and estimates for which received the sanction of Her Majesty's Secretary of State during the year, was suspended, pending consideration of the question of funds being available for the prosecution of this large project under the new Provincial Contract; the new Central Jail for Gujarát at Ahmedabad was vigorously pushed forward, and it is expected that this important work will be completed in 1893; the new Subordinate Jail at Sátára was completed; and the new Central Jail for Sind at Hyderabad was commenced, and arrangements were made for good progress in the ensuing year.

10. The scheme for providing suitable quarters for the District Police, which has now been in hand some years, was steadily continued. The budget estimate of the year included a sum of Rs. 1,56,000, of which Rs. 54,000 was for buildings commenced in the previous year, Rs. 51,000 for new quarters, and Rs. 51,000 for minor works. The programme underwent considerable modification during the year, and the grant was increased to Rs. 2,12,000; the outlay to the end of the year was, however, Rs. 1,83,616, the details of which will be found in the statement under this head in the report.

11. Under Educational Buildings at Bombay, some additions and improvements have been carried out at the School of Art, and the drainage of the school improved, and new drains provided to the Reay Art Workshops; improvements urgently needed to the Elphinstone Middle School were sanctioned and taken in hand, and good progress made. At Poona a residence for the Principal of the Deccan College was commenced and is in progress; all the work in connection with the Pasteur Laboratory at the College of Science, has been completed, with the exception of the large incinerator; and some loose boxes for horses have been constructed at the Veterinary Hospital. The Anjuman-i-Islam School at Bombay has made good progress, and it is expected that it will be completed by November next; furniture and fittings have been provided to the Framji Dinshah Petit Laboratory; and the additions to the St. Peter's School at Mázgaon have been completed.

12. The progress in regard to Medical buildings has been as follows:—At Bombay at the St. George's Hospital, the main hospital for males is approaching completion, and the provision of furniture, laying on of gas, and the construction of roadways are being considered; a building for the Resident Surgeon's quarters with out-houses, was commenced; and an iron railing along the eastern boundary has been sanctioned, and is in progress. The Sir Dinsha Maneckji Petit and Bai Motlibai Hospitals for Women and Children, and outbuildings, were completed, and were formally opened by His Excellency the Governor on the 15th March 1892. Furniture was provided for the Awabai Bhownagri Home for Pupil Nurses, from Provincial funds. A cinerator and sheds for horses and cattle suffering from contagious diseases, whose segregation had been ordered by Government under the Glanders and Farcy Act, were sanctioned and in progress. At Poona a hospital for women and children of the class who will not go to ordinary hospitals, and estimated to cost Rs. 42,428, of which one-half will be contributed by Government, was commenced, and will be completed in the next year. The proposals for this hospital emanated from Miss Barnard, of the Church of Scotland Mission, and the hospital, when completed, will be maintained out of the funds of the Medical Branch of the Church of Scotland Ladies Association for Foreign Missions. The additional nurses' quarters at the Sassoon Hospital have been completed. The new European General

Hospital at Aden was nearly completed, and was formally opened by the Resident on the 2nd May 1892. The additions to the Civil Hospital at Ahmedabad were completed; and additions to the Civil Hospitals at Rájkot and Bijápur were in progress. The new Civil Hospital at Násik was completed; and some additions were made to the Lunatic Asylum at Dhárwár.

13. The gross outlay on original works under the head Communications from Provincial and Local Funds and Contributions, during the year, amounted to a little more than 9 lákhs. This amount has been spent on the completion and continuation of new communications, the improvement and metalling of existing roads, and in the construction of large and small bridges, details of which are given in the report. Of the three important bridges noticed in the general remarks of the last report, the Dhadhar and Watrak River Bridges, practically completed in the past year, were quite completed during the year; and the Sábarmati Bridge was approaching completion, and will, it is expected, be opened on the 1st September next.

14. Under the head Miscellaneous Public Improvements, the gross outlay on original works has been about $4\frac{1}{10}$ lákhs, principally on works of water-supply, undertaken on behalf of Municipalities, and included the Ahmedabad water-works, which were practically completed, and opened by His Excellency the Governor on the 11th June 1891; the Janjira water-works, which were completed and opened by His Excellency the Governor on the 6th April 1892; and the Dhulia and Hubli water-works, which have also made good progress.

15. The last monsoon rainfall in certain of the districts of the Southern Division having been very deficient, it became necessary, early in the year, to commence relief operations in the three affected districts of Belgaum, Dhárwár and Bijápur, under orders received from Government, in the Revenue Department, and a detail of the works undertaken by the officers of the Public Works Department will be found in the report.

16. The actual cost of Establishment of all classes in 1891-92 was Rs. 17,59,349, as compared with—

Rs.

17,84,016 in 1890-91.
19,10,321 in 1889-90.
and
18,79,953 in 1888-89.

17. The following table shows the distribution of the charge in each year:—

Head of Service.	1888-89.	1889-90.	1890-91.	1891-92.
Imperial.	Rs.	Rs.	Rs.	Rs.
Military	2,21,534	2,32,197	35,454	39,930
Barrack Department	56,270	54,353	9,675	10,024
Civil Works	25,935	26,263	40,130	50,268
Irrigation	5,79,003	5,88,513	5,78,865	5,67,763
Total, Imperial ...	8,82,742	9,01,325	6,64,124	6,67,985
Provincial.				
Civil Works	8,83,306	8,49,583	9,31,995	9,10,294
Irrigation	.....	42,307	42,147	7,238
Total, Provincial ...	8,83,306	8,91,890	9,74,142	9,17,532
Local Funds.				
Incorporated	1,01,622	92,068	1,10,425	1,30,092
Excluded	12,283	25,038	35,325	43,740
Total, Local Funds ...	1,13,905	1,17,106	1,45,750	1,73,832
Grand Total ...	18,79,953	19,10,321	17,84,016	17,59,349

18. In the Administration Report of 1890-91 reference was made to the loss to Provincial Revenues by the transfer of Military Works at the larger stations in this Presidency to a separate Agency under the Military Works Department, and the loss was estimated

at Rs. 1,00,000. During the year under report the matter received the further consideration of Government. Compensation to the extent of Rs. 70,000 was claimed from the Government of India, Imperial Revenues, but that Government have refused to entertain the claim in full, agreeing, however, to share the loss in equal proportion. The subject is under the consideration of the Secretary of State.

19. The total outlay, including suspense heads, under all heads, including Irrigation, was as follows :—

		Rs.	Rs.
Military	Works and Repairs	1,60,719	2,12,949
	Establishment	49,954	
	Tools and Plant	2,276	
Imperial, Provincial and Local Civil Works.	Works and Repairs	50,48,053	62,79,382
	Establishment	11,34,394	
	Tools and Plant	96,935	
Irrigation	Works and Repairs...	17,25,062	23,10,232
	Establishment	5,75,001	
	Tools and Plant	10,169	
Expenditure on stores received from England...			18,188
			88,20,751

Of this amount, Rs. 69,86,791, excluding suspense heads, were expended on works and repairs distributed as under :—

	Rs.
Military Works	1,77,986
Civil ,, ...	50,83,539
Irrigation ,, ...	17,25,266
Total ...	69,86,791

The total charge for establishment being Rs. 17,59,349, as detailed in paragraph 17, gives a percentage of 25·2 on the actual outlay of Rs. 69,86,791, as compared with 24·9 per cent. in 1890-91.

Omitting Irrigation establishment and outlay, which must be disregarded unless the revenue is also taken into account, also Barrack Department outlay, the comparison stands thus :—

	Rs.
Outlay on Works and Repairs	52,50,340
Cost of Establishment	11,74,324
Percentage	22·4

The percentage in 1890-91 was 22·8, and in 1889-90, 24·2. These figures are satisfactory, and compare favourably with the results in other parts of India.

20. For facility of comparison the following statement is given, showing the outlay on Works and Repairs by Executive Divisions during the year :—

Divisions.	Executive Charges.	Area in Square Miles.	Outlay on Works and Repairs, 1891-92.						
			Provincial.		Local.	Imperial.			Total.
			Civil Works, including Contributions.	Irrigation.		Military including Contributions.	Civil Works.	Irrigation including Contributions.	
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Chief Engineer, Northern Division.	Executive Engineer, Presidency	...	6,22,757	...	...	10,792	38,805	...	6,72,354
	Do. Ahmedabad (including Bháj)	3,821	5,04,379	...	1,83,901	41,977	29,717	24,938	7,84,912
	Do. Surat and Broach... ...	3,115	72,157	...	1,15,351	1,404	13,877	10,901	2,13,690
	Do. Kaira and Panch Mahals .	3,221	41,930	...	1,47,608	4,238	5,700	1,569	2,01,065
	Do. Thána	4,242	1,42,348	...	1,23,978	1,828	18,262	...	2,86,416
	Total ...	14,399	13,83,571	...	5,70,838	60,250	1,06,361	37,408	21,58,437
Chief Engineer, Central Division.	Executive Engineer, Poona District	5347	3,22,112	...	62,938	35,526	1,603	...	4,22,179
	Do. Poona Irrigation		...	...	445	5,885	...	42,046	48,376
	Do. Nira Canal...		...	...	7	...	...	97,556	97,563
	Do. Násik	5,940	1,09,942	...	48,308	16	593	10,268	1,69,127
	Do. Ahmednagar	6,666	77,693	...	71,307	27,404	1,305	7,479	1,85,188
	Do. Khándesh	9,943	1,78,085	...	1,56,219	3,790	1,267	...	3,39,361
	Do. Khándesh Irrigation ...	...	...	...	132	...	...	50,687	50,819
	Do. Sholápur	4,521	48,797	...	40,751	129	327	19,426	1,09,430
	Total ...	32,417	7,36,629	...	3,80,107	72,750	5,095	2,27,462	14,22,043

Divisions.	Executive Charges.	Area in Square Miles.	Outlay on Works and Repairs, 1891-92.						
			Provincial.		Local.	Imperial.			
			Civil Works including Contributions.	Irrigation.		Military including Contributions.	Civil Works.	Irrigation including Contributions.	Total.
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Superintending Engineer, Southern Division.	Executive Engineer, Sátára	4,987	1,47,250	...	90,353	44,106	678	37,901	3,20,288
	Do. Bijápur	5,757	64,415	...	42,653	...	315	1,862	1,09,245
	Do. Belgaum	4,656	1,83,894	34,275	1,08,597	74	597	1,396	3,28,833
	Do. Dhárwár	4,534	1,42,925	...	72,976	609	383	...	2,16,893
	Do. Dhárwár Irrigation ...	...	...	...	1,50,388	...	...	20,594	1,70,982
	Do. Kánara	3,910	1,35,984	...	21,826	...	8,093	...	1,65,903
	Do. Ratnágiri and Kolába ...	5,418	1,74,347	...	49,684	188	24,601	201	2,49,021
	Total ...	29,262	8,48,815	34,275	5,36,477	44,977	34,667	61,954	15,61,165
Superintending Engineer in Sind.	Executive Engineer, Eastern Nára	3,500	4,151	...	6,492	...	157	1,26,513	1,37,313
	Do. Fuleli Canals	3,387	12,607	...	2,557	...	45	2,11,452	2,26,661
	Do. Hyderabad Buildings ...	5,660	49,339	...	4,397	...	1,435	...	55,171
	Do. Hyderabad Canals ...		32,252	...	6,838	...	719	2,32,135	2,71,944
	Do. Karáchi Canals	6,865	79,432	...	9,361	...	12,467	2,06,407	3,07,067
	Do. Ghár Canals	3,800	10,390	...	6,052	...	80	1,08,171	1,24,693
	Do. Western Nára		7,379	...	11,160	...	124	1,75,235	1,93,798
	Do. Begári Canals	2,514	15,070	...	1,493	...	411	1,60,784	1,77,758
	Do. Shikárpur Canals... ...	3,700	30,064	...	5,936	...	8,115	1,37,740	1,81,855
	Total ...	29,426	2,40,684	...	54,186	...	23,553	13,58,437	16,76,360
Chief Engineer, Bombay Command, Military Works Department.	Executive Engineer, Aden	...	72,086	...	...	...	62,625	...	1,34,711
	Total ...	...	72,086	...	...	...	62,625	...	1,34,711
	Add—Outlay by Civil Officers	...	17,656	...	...	...	10,189	5,730	33,575
	Total ...	...	32,99,441	34,275	15,41,608	1,77,986	2,42,490	16,90,991	69,86,791

21. The Revenue realized in the Public Works Department, as compared with the previous two years, was as follows:—

	1889-90.	1890-91.	1891-92.
Imperial.	Rs.	Rs.	Rs.
XXXI.—Military Works	1,11,946	26,097	21,155
XXIX.—Irrigation Major Works	4,37,004	4,32,498	4,43,997
XXV.—Irrigation Minor Works and Navigation.	1,79,674	1,87,483	2,00,121
Provincial.			
XXXII.—Civil Works	7,91,418	8,12,475	7,48,249
XXX.—Irrigation Minor Works	10,471	10,406	16,897
Grand Total ...	15,30,513	14,68,959	14,30,419

22. The Toll revenues, including receipts under the Highway Act, in the three years were:—

	Rs.
1889-90	6,32,591
1890-91	6,43,629
1891-92	5,82,654

23. The Travelling Audit system, introduced by this Government in 1888, has been abolished, with effect from 1st June 1892, under the orders of the Government of India, and it is desirable to record the considerations which led to its introduction in this Presidency.

24. The system was conceived and introduced by Major W. I. LeBreton, then Examiner, Public Works Accounts, Bombay, and consisted in replacing the post audit of the central office in Bombay, by examinations to be made directly in the Executive Engineers' offices. The Presidency, including Sind, was divided into a certain number of circles, to each of which a travelling audit staff was appointed for the purpose of examining the books and vouchers of each Executive Engineer in that circle, and reporting the results of such scrutiny to the Examiner at head-quarters.

The following advantages were claimed for the system :—

(*a*) that it afforded relief to Executive Engineers in office work ;

(*b*) that it facilitated the audit of certain vouchers which cannot be checked under the central audit system.

25. This Government approved of the proposals, and a trial of the system was sanctioned in the Northern Division, and, after it had been in force nine months, a favourable report was sent in by the Examiner, who asked for the appointment of a local committee of officers to report their views on the system. The committee, after a careful examination, were unanimously in favour of the system, and recommended its introduction generally throughout the Presidency.

26. This Government strongly supported the recommendation, and the Government of India consented to the extension, subject to re-consideration after a period of two years, when a full report in respect of the efficiency and economy of the system was to be submitted.

27. The considerations which led to the scheme being originated were the complaints repeatedly made, by the Inspecting Officers deputed by the Government of India, to the effect that a very large proportion of the expenditure of the Department was practically wholly unvouched for, and consequently unaudited in any true sense of the term : that the system of central audit of compiled accounts, besides being so seriously defective in the foregoing respect, resulted in correspondence between the Executive and Accounts offices extending over many months, requiring the Executive Engineers to devote a large amount of their own time to reports, sometimes involving argument and controversy on minor technical account matters, to the detriment of their other duties, and resulting in a vast amount of paper work, which had to be transferred in the Examiner's office to subordinates for disposal, under very limited supervision on the part of responsible officers ; that it necessitated the preparation of special account returns and heavy clerical work in copying others, and was often misleading, as it was found in practice that, with nearly everything wrong or incomplete on the spot, it was possible for an Executive Engineer's accounts to be prepared in an irregular way, and yet to fully meet the known requirements of the audit office, misleading both the Examiner and Executive Engineer ; and that, under it, a vast number of documents accumulated in the Examiner's office, which it was impossible to examine.

28. It was claimed for the travelling audit system that it would supply a thorough remedy for this long catalogue of serious defects ; that it would result in—

(*a*) Increased efficiency, by an examination on the spot of initial vouchers, and the different books and registers, instead of one at a distance, of compiled returns, specially prepared for the purpose of examination, and which, it was found from inspections, did not always represent the actual state of affairs.

(*b*) Expeditious disposal of the audit, it being the intention that everything should be finally disposed of at each examination, instead of being the subject of correspondence for months after the event.

(*c*) Economy by dispensing with the necessity for much that was formerly submitted to the Examiner's office, by Executive Engineers, for examination, and avoiding the voluminous correspondence which resulted therefrom.

And, at the same time, that it would be less costly than the central audit system.

29. As regards this last point, it must be admitted that the original anticipations had not been realized. What the effect had been it is impossible to say precisely, because concurrently other changes in the accounts system, in the organization of the establishment, and the number of the Executive charges, &c., &c., had been made ; but it is admitted that there has been some increase of cost.

30. This Government, desiring to adopt the system which promised to secure the most complete check on expenditure, contended that, in view of the explanations given, the financial question was not of paramount importance, and that the question of the future continuance

of the system must depend upon its merits, irrespective of its cost, and urged that the experience of the two years' trial proved that the system fully answered the original expectations regarding it as a remedy for the defects of central audit. The present Examiner testified to the present state of the accounts in Executive Engineers' offices as follows :—

"The advantages in the direction of the increased efficiency of district accountants are very marked, and at once strike an inspecting officer ; these advantages would never, it is believed, have been attained had not the travelling audit system been introduced ; in the past, under central audit, *the district accounts were invariably in arrears*, and were *often compiled* and *submitted for audit before the registers were properly completed.*"

"In all the districts lately inspected, the work was found to be well up to date, and the books and records generally in a thoroughly satisfactory state. The work of an inspecting officer is now a pleasure, whereas under the old order of things it was a tedious and most unpleasant duty ; *reports on district offices teemed with complaints* and objections, so that the beneficial results, which should follow from Examiner's inspections, were greatly neutralized, and his visits dreaded rather than welcomed by Executive Officers."

31. This was justly regarded as high testimony in favor of the system. The relief to the Executive Engineers, especially in the matters of vexatious correspondence, was unquestionable, with the result that a large majority, including nearly all the senior officers, the Chief and Superintending as well as the Executive Engineers, were strongly in favor of its continuance.

32. The foregoing is the departmental view of this question in this Presidency, and there is unquestionably much in the opinions mentioned to recommend the system (they may be said to be *prima facie* overwhelmingly in its favor) : but the system was unpopular with the account department, more especially with the travelling audit staff, who found the constant travelling irksome.

33. The chief objections entertained by the Government of India to the system were stated to be as follows :—

(*a*) It throws upon subordinates, instead of upon Gazetted Officers, the responsibilities of audit.

(*b*) It deals with a portion only of an Executive Engineer's expenditure, and that the least troublesome to audit.

(*c*) It prevents the Examiner from furnishing to Government (without reference to other offices) information which would otherwise be available in his office.

(*d*) It tends to weaken the Executive Engineer's sense of responsibility.

(*e*) It renders collusion between the disbursing and auditing staffs more possible than under the central audit system.

(*f*) It is considerably more costly.

The question of cost is, in the opinion of the Government of India, one of considerable importance, and they could not agree to the proposition of the Government of Bombay that the financial question is not of material moment, or that the continuance of the system must depend on its merits, irrespective of its cost. They consequently directed that arrangements should be made to re-introduce the system of central audit, with effect from the commencement of the official year 1892-93 ; and this Government have issued orders accordingly.

34. Details of the principal works in progress, or completed during the year, will be found under the several heads and sub-heads.

I.—CIVIL BUILDINGS.

I.—IMPERIAL SERVICES.

35. The expenditure under this head was Rs. 2,95,920, sub-divided as under :—

	Rs.
Original Works	1,56,374
Repairs...	86,116
Establishment	50,268
Tools and Plant	3,162
	2,95,920

1.—FOREST.

36. The office and store-room for the Range Forest Officer at Taloda was completed at a cost of Rs. 1,893 ; the old Fort at Dhadgaon, in the Khándesh Collectorate, was under

conversion to serve as a Range Forest Office; and additions and alterations to the Range Forest Office and property room at the Nandurbár Kacheri were in progress, but much delayed for want of labour.

2.—CUSTOMS.

37. At Bombay, quarters, with out-houses, have been constructed for the Customs Preventive Officer at Warli Bandar, at a cost of Rs. 6,436; and a new bungalow was built for the Resident Inspector at the Custom House at Karáchi, at an expenditure of Rs. 6,928, in lieu of the old bungalow, which was condemned by the Medical Officers as unfit for habitation.

38. Provision was again made in the budget for the construction of a Branch Custom House, near the Prince's Dock at Bombay, but as the question regarding the convenience or otherwise to the trading public by the removal of the whole Customs establishment from the Fort to offices near the Prince's Dock, was not decided till about the end of November, and as also the question of the accommodation to be provided in the Branch Custom House was under further consideration, the designs could not be revised in time to commence with the construction of the building, and the grant was, therefore, re-appropriated to other works, and a portion surrendered.

3.—SALT.

39. At Bombay, of four projects for the improvement of the road communication with the Matunga Salt Pans, which is very imperfect, and the plans and estimates for which were sanctioned in 1889, at an estimated cost of Rs. 44,735, the road from Mohota Antop Chowkey No. 4, near Sewri Agar, 5,425 feet in length, and estimated to cost Rs. 20,168, was commenced and completed during the year, at an outlay of Rs. 19,980, and portions of embankment of a second road were formed. In the Thána Collectorate, the Náka office at Málavni, commenced in the past year, was completed at a cost of Rs. 3,146. Provision was made for constructing a Salt Custom House at Manori, at an estimated cost of Rs. 2,968, but a good site not being available at this place, one at Merve was selected, and the building commenced, and nearly completed during the year, the outlay in which was Rs. 2,907. A road from Umela to Pápdi, 1 mile and 2,300 feet long, intended to connect the town of Bassein with the Sir-Kárkun's kacheri at Umela on the one side, and the Bassein Road Station on the other, and estimated to cost Rs. 14,274, was commenced during the year, and the earthwork, culverts and drains nearly completed, at an outlay of Rs. 7,482: of the estimated cost, Rs. 6,000 will be met by contributions from the owners of salt-pans in the neighbourhood. In the Surat Collectorate, quarters for the Sir-Kárkún at Dhárásna were in progress, and Rs. 2,985 were expended, against the estimated cost of Rs. 3,390. Quarters for Kárkúns were also in progress, the estimated cost of which is Rs. 9,077, and Rs. 6,776 expended up to the close of the year. In the Ahmedabad Collectorate, measures were in progress for the restoration of breaches in the western embankment of the water-supply tank at Khárághoda, which had been occasioned by the heavy rainfall of the past monsoon, and effectually safeguarding against the recurrence of such in future. The estimated cost is Rs. 30,636, but, owing to the difficulty of procuring material for puddling, the work will probably have to be spread over three years. The outlay in the past year has been Rs. 4,096. In the Kánara Collectorate, a pier, preventive office, and weighing shed at Sanikatta, commenced in 1890-91, was practically completed during the year, the outlay to the close of which amounted to Rs. 11,984, against the estimate of Rs. 14,626. In the Kolába Collectorate, the Sir-Kárkun's Kacheri at Malekhind, near Karanja, commenced in the previous year, was completed at a cost of Rs. 8,836; and peons' lines nearly completed, the outlay being Rs. 5,260, against the estimate of Rs. 5,539; an approach cart road, about 3,000 feet in length, from the same kacheri to the Uran-Karanja road, was also in progress, and Rs. 1,811 expended. Peons' lines at Panvel, Agar Sonagar, and Chikhli, and also at Garthana, for the Daroga's Office at Karanja, were put in hand, and made fair progress during the year. In the Karáchi Collectorate, the ventilation of the rooms occupied by the clerks at the Maurypur Salt works was improved by the construction of zenana compounds, and a new latrine provided, at a cost of Rs. 1,419. In the Shikárpur Collectorate, an upper story was added to the office of the Salt Depôt at Sukkur, and two store-rooms built in connection with it, at a cost of Rs. 2,131.

40. Provision was made for constructing quarters for the Sir-Kárkún and his establishment at Umberde, in the Kolába Collectorate, but the Commissioner of Customs, Salt, Opium and Ábkári having recommended that the work should be deferred until the question of constructing a railway to Pen had been decided, as it will necessitate the removal of the present preventive station from Kachar to another site, the amount was re-appropriated.

41. Provision was also made for constructing sluices to the embankments of the salt-pans at Dhárásna, in the Surat Collectorate, but, as the construction of the cart-road from the Uran-Karanja Road to the Sirkárkun's new office at Malekhind, was represented to be more urgently required, the amount was re-appropriated to that work.

5.—MINT.

42. The only works in progress during the year, in connection with the Mint Buildings at Bombay, were those of providing accommodation for the new 50 horse power engine,

mentioned in the last report, which was completed during the year at an outlay of Rs. 3,977; and the re-roofing of the old cutting department, which was completed at a cost of Rs. 2,402.

43. Provision was made, to the extent of Rs. 80,400, for constructing quarters for the Mechanics of the Mint, but as the question of site remained unsettled, three-fourths of the grant was surrendered, and one-fourth re-appropriated to other works.

6.—POST OFFICES.

44. The only work deserving mention under this head was that of making certain additions and alterations to the General Post Office at Bombay, which was completed at a cost of Rs. 2,531.

45. Provision of Rs. 2,800 was made for the construction of a Post Office in the Civil Station at Jetalsár, to serve both the Civil Station, and the servants of the railway, who live chiefly near the railway station, but the authorities of the Bhávnagar-Gondal-Verával-Porbandar Railway, having arranged to let to the Postal Department a suitable building within the railway precincts, the erection of a new building was rendered unnecessary, and the amount provided was re-appropriated.

7.—TELEGRAPH.

46. Special repairs to the buildings at Sukkur, in the Shikárpur Collectorate, occupied by the Telegraph Department, and known as Barracks Nos. 8 and 9, were in progress during the year. Work on Barrack No. 9 was completed, and on No. 8 commenced and almost finished. These special repairs form part of a general scheme sanctioned in 1889, and consist of re-roofing the buildings with tiles supported on T iron rafters and rolled iron girders, and providing new doors and windows of deodar, in place of old ones of jungle-wood, which have become useless. The outlay of the year was Rs. 5,326.

8.—ADMINISTRATION.

47. Proposals for the construction of an open arcade in front of the Currency Building at Bombay were received so far back as 1882, the necessity, as represented by the then Commissioner of Paper Currency, being that the front and south walls of the Currency Building, which are exposed to the full force of the south-west monsoon, appeared to be already extensively damaged by the rain which has saturated them for years; that the windows were frequently blown in by the force of the wind and rain, to the damage of the office records and property, and that the officers' rooms on the first floor, and the residential quarters on the second floor, were frequently rendered quite uninhabitable by the wind and rain which forced their way in. Plans and estimates were accordingly drawn up, the latter amounting to Rs. 32,277, for remedying the evils complained of, by constructing an open arcade in front of the building. Funds could not, however, be found for this work till the year under report, when, on a strong representation by this Government, a provision of Rs. 32,300 was sanctioned by the Government of India, and entered in the budget. Before, however, a commencement was made with the work, the present Commissioner of Paper Currency, differing from the opinions of his predecessors, and coinciding with the opinion of the Chief Engineer, Northern Division, considered that the arcade was unnecessary, and would, if carried out, be a waste of money, and obstruct light, and the object sought could be attained, at a trifling cost, by adopting measures for properly securing and protecting the windows. An alternative estimate for providing new window shutters and weather frames, having been prepared and submitted, sanction was accorded thereto, and the work carried out during the year, at a cost of Rs. 2,848.

48. A new record-room, with iron record-racks, and some additions to the tent-room at the Residency office at Baroda, commenced last year, were completed during the year; also special repairs to one of the rooms in the Residency. A spiral iron staircase, and special repairs to wire-fencing were sanctioned late in the year, and have been nearly completed. The total outlay was Rs. 4,306.

SOMÁLI COAST WORKS.

49. The budget and revised grants sanctioned by the Government of India for works on the Somáli Coast were :—

	Budget grant.	Revised grant.
	Rs.	Rs.
Original Works	66,000	54,736
Repairs	14,350	20,764
	80,350	75,500

and the principal works carried out during the year were as follows :—

50. ADMINISTRATION.—A new block has been added to the Residency building at Berbera, the sanctioned estimate for which was Rs. 4,357, and the outlay to the close of the year Rs. 2,835.

51. A Residency building has been constructed at Bulhar. This is a double-storied building of permanent construction, and has been completed at an outlay of Rs. 8,494.

52. EDUCATIONAL.—A school-house for 200 boys has been completed at Berbera, for Rs. 1,058.

53. MEDICAL.—A hospital for infectious diseases has been constructed at Berbera, at a cost of Rs. 1,415.

54. JAILS.—The small jail at Zaila, commenced towards the close of the previous year, mentioned in the last report, was completed during the year, at an expenditure of Rs. 2,706.

55. POLICE.—An old Egyptian Custom House, and Block No. 4 at Berbera have been converted into Arm-houses, at an outlay of Rs. 337 and Rs. 393, respectively.

56. Defensible quarters for Police were in progress at Karam, the estimated cost of which is Rs. 4,061, and the outlay of the year Rs. 2,501.

57. Camel Savárs' Lines, consisting of 2 blocks of 10 quarters, have been completed at Bulhar, at a cost of Rs. 2,360; and a shed for 10 camels, 40 × 24 feet, at an outlay of Rs. 605.

58. At Zaila a line of 7 quarters for Camel Savárs has been completed at an outlay of Rs. 1,710; and a camel-shed for 8 camels has been in progress, the estimated cost of which is Rs. 559, and the outlay to the close of the year Rs. 278.

59. An arm-house, with guard-room of pucca masonry and concrete roof, has been completed at Zaila, at an outlay of Rs. 1,929.

60. WATER SUPPLY.—Three masonry tanks at Dubar, for settling the water for supplying the town of Berbera, mentioned in the last report, have been completed during the year, at an expenditure of Rs. 1,950.

61. A circular well, 8 feet in diameter, and 14 feet in depth below the ground level, but with a total depth of 17 feet, including steining rising 3 feet above ground, of pucca masonry, has been constructed at Takusha near Zaila, at an outlay of Rs. 1,430. Three troughs, 13 feet long, have also been provided for the well.

62. Boring was recommenced in an old shaft at Dadab, and a depth of about 80 feet attained without reaching water. No estimate has as yet been submitted, but a sum of Rs. 1,200 was granted, of which Rs. 996 have been spent up to the close of the year.

63. HARBOURS AND NAVIGATION.—A wooden post with wings has been fixed at the end of the spit at Berbera, to act as a beacon, at a cost of Rs. 54.

64. At Zaila side walls between the pillars of the existing Pier warehouse have been constructed, to protect the goods stored in it, at an outlay of Rs. 813.

65. A beacon has been erected on the Efat Island at a cost of Rs. 1,055.

66. MISCELLANEOUS.—Three bunds have been constructed at Berbera, to protect the native town from periodical floods, the total outlay on which was Rs. 8,243, of which Rs. 6,996 were expended during the year.

67. A bund, stone-pitched on its exterior face, has been in progress at Zaila, to protect the Military zareeba at that place from periodical floods, the estimated cost of which is Rs. 3,596, of which Rs. 2,973 were expended up to the close of the year.

68. Quarters for two sweepers were in progress at Berbera, the sanctioned estimate for which is Rs. 694, and the outlay during the year Rs. 86.

II.—PROVINCIAL SERVICES.

69. The expenditure from Provincial Funds and Local Funds, and Contributions, under this head (and including the outlay on Forest and Customs buildings), was Rs. 25,79,392, sub-divided as under:—

	Rs.
Original Works	16,56,649
Repairs	3,61,364
Establishment	5,21,793
Tools and Plant	39,586
	25,79,392

12.—ADMINISTRATION.

70. Mámlatdárs' kacheris, on the standard plan, were completed during the year at Kalyán in the Thána Collectorate; Bárámati, in the Poona Collectorate; Igatpuri in the Násik Collectorate; Koregaon in the Sátára Collectorate; and Indi, in the Bijápur Collectorate; that under construction at Erandol, in the Khándesh Collectorate, was nearly completed, with the exception of a few minor items: and additions and alterations were made to that at Parántij in the Ahmedabad Collectorate.

71. A Mahálkari's kacheri, on the standard plan, with Police Lines for 8 men, was completed at Dhond, in the Ahmednagar Collectorate.

72. The work of protecting the sides of the hillock on which the Mámlatdár's kacheri and Police Lines at Ron, in the Dhárwár Collectorate, stand, was in progress. The sides have been worn away by the weather, and in places cut away by the people for earth.

73. In Sind two new Mukhtyárkarates for Tálukas Ghorábári and Shábbandar of the Karáchi Collectorate, the first at Kotri Alah Rukiashah, and the second at Ladium, were in progress; also at Kandiáro and Nausháhro, in the Hyderabad Collectorate; re-roofing of the Mukhtyárkarate at Tando Mahomed Khán, in the Hyderabad Collectorate, was sanctioned and in progress; and additions and alterations to the Mukhtyárkarates at Tando Alahyar and Hála, in the Hyderabad Collectorate, and Sehwan, in the Karáchi Collectorate, were completed.

74. Some additions and alterations were carried out to the Kardárates at Lárkhána and Garhi Yásin, in the Shikárpur Collectorate.

75. The new Revenue Offices at Broach, described in the report for 1887-88, have been completed, with the exception of the stables, the construction of which has been delayed owing to difficulties in regard to the site. The total outlay to the close of the year was Rs. 56,175.

76. During the year the water tower of the Record Office for the State and Alienation Records at Poona, was completed. The premises were handed over to the Revenue Department for occupation in the past year. The total outlay has been Rs. 1,44,228.

77. Record accommodation for Revenue Survey records was provided by the erection of a new building at the Collector's kacheri at Belgaum, and by additions to the existing record-room at the Collector's Kacheri at Dhárwár.

78. Under Collectors' kacheris, additions and alterations to the Accounts office of the Collector's kacheri at Poona were carried out at a cost of Rs. 4,410; offices for the Collector, Assistant Collector, &c., in the Kolába Collectorate at Alibág, estimated to cost Rs. 21,375, were in progress, on which Rs. 14,000 were expended; and new offices for the Collector of Dhárwár, estimated to cost Rs. 25,437, alluded to in the last report, were sanctioned during the year, and Rs. 12,668 expended to the close of the year.

79. A new District Bungalow, estimated to cost Rs. 5,524, was under construction at Navalgund, in the Dhárwár Collectorate; and one was completed at Matli in the Hyderabad Collectorate, at an outlay of Rs. 2,554. The work of converting the old bungalow buildings at Bellikeri, in the Kánara Collectorate, into a District Bungalow, in progress last year, was completed at an outlay of Rs. 2,858. Stables were commenced at the District Bungalow at Nardhana, in the Khándesh Collectorate.

80. Special repairs were carried out to the bungalow at Mirpur Khás, in the Hyderabad Collectorate, at an outlay of Rs. 3,805. A residence for the Assistant Collector, estimated to cost Rs. 7,981, was commenced at Bhusával in the Khándesh Collectorate, on the site of the old Railway Magistrate's Bungalow, which was condemned and pulled down. This new bungalow is peculiar in being built on a series of arches, specially designed to prevent the unequal pressure due to the contraction and expansion of the deep black soil, which, acting on the solid concrete foundations of the old bungalow, is believed to have been the cause of its destruction.

81. Special repairs to the Assistant Collector's bungalow at Tando Mahomed Khán, in the Hyderabad Collectorate, were in progress, the expenditure to the close of the year having been Rs. 3,822, against the sanctioned estimate of Rs. 4,379.

82. In connection with Government Houses, at Gunesh Khind, Poona, quarters, with out-houses, for the Apothecary attached to the Government House were commenced, and completed at an outlay of Rs. 8,041. At Mahábaleshvar the permanent barracks for the Band, described in the last report, were completed during the year.

83. Secretariat Offices at Mahábaleshvar, consisting of 6 rooms, each 14 feet by 12 feet for clerks, and two blocks for 6 peons, were commenced and completed at a cost of Rs. 7,203.

84. Improvements were effected to the Government House and Commissioner's office at Karáchi, at a total cost of Rs. 6,975.

85. Under Political Agencies the Officers' quarters at Wajiria, in the Sankheda Mewas, commenced last year, have been completed at a total cost of Rs. 2,844; the officers' quarters at Jalodra, in the same State, are practically completed, Rs. 2,267 having been expended during the year; a Treasury and Jail at Wadia, in the Rewa Kántha, estimated to cost Rs. 3,204, were commenced and almost completed; the office buildings in the Agency premises at Rájkot were altered and improved at a total cost of Rs. 4,200; a building for the accommodation of the correspondence office and records of the Political Agent, Cutch, and certain additions to the Agency office at Bhuj, estimated to cost Rs. 3,293, were in progress, and Rs. 507 expended. Improvements to the residency at Aden, estimated to cost Rs. 8,423, were sanctioned and in progress, and Rs. 6,199 expended; and the ventilation of the record-room of the Residency office was improved, and iron record shelves provided.

86. An allotment of Rs. 3,500 was sanctioned for laying on water to the Residency garden at Rájkot, but as the rams and piping ordered from England did not arrive in time to enable the work to be proceeded with, the provision lapsed.

87. For the Excise Department, a new building has been constructed at Girgaum, for the Inspector of the Chaupáti Distillery, Bombay, at a cost of Rs. 2,699; the new Distillery buildings at Surat have been completed and handed over, the total expenditure having been Rs. 1,00,634; as also the new Distillery at Dhulia, which has cost Rs. 1,14,239. The residence for the Assistant Supervisor of Distilleries at Uran has been completed at a cost of Rs. 6,840; and the provision of additional accommodation for the A'bkári Department at Aden was in progress.

88. Provision was made for a Distillery at Godhra, in the Panch Maháls Collectorate, but, for financial reasons, the work was postponed, and the provision re-appropriated.

13.—MINOR DEPARTMENTS.

89. The work done in connection with Archæological buildings and remains during the year was as follows:—A grant was made for repairing the Juma Musjid at Champáner in the Kaira Collectorate, and materials collected, a sum of Rs. 418 being expended, but the work had to be suspended owing to want of establishment to supervise it. Certain other buildings at the same place were surveyed, and an estimate prepared for special repairs necessary to prevent rapid decay. At Ahmedabad the Shah Alum Roza, Bawa Lolli's Masjid, Sayed Usman's Roza, and Mahafiz Khan's Mosque were repaired at a total outlay of Rs. 4,947; and Rs. 816 were spent on certain other minor works from the discretionary grant at the disposal of the Collector. At Bijápur Rs. 1,600 were spent on the conservation of the old Mahomedan buildings, and special repairs were in progress to two of the buildings, the Gol Gumbaz and the Ibrahim Roza, the outlay on which amounted to Rs. 2,656.

90. A statement is appended to this report showing the actual expenditure on the preservation of buildings of historical and architectural interest from 1887-88 to 1891-92.

14.—LAW AND JUSTICE.

91. At Bombay, the improvement of the drainage of the High Court Building was completed during the year, at an outlay of Rs. 8,157.

92. Under District Judges' Courts, the additions and alterations to the Court-house at Broach, commenced last year, were completed at a total cost of Rs. 4,233; the construction of two record-rooms for the District Court-house at Dhulia, the estimated cost of which is Rs. 9,081, were in progress, and Rs. 7,108 expended up to the close of the year; and additions, consisting of granite stone pavement and dwarf wall, to the west verandah of the Court-house at Kárwár, were carried out at a cost of Rs. 3,217.

93. Special repairs to the bungalow used as a residence by the District Judge at Shikárpur were completed at a cost of Rs. 5,546; and additional accommodation was provided to the District Judge's bungalow at Hyderabad, at a cost of Rs. 2,722.

94. The Small Causes Court at Karáchi was much improved, and additional accommodation provided, at an outlay of Rs. 7,038.

95. New Subordinate Judges' Court-houses, on the standard plan, were completed, at Dhanduka, in the Ahmedabad Collectorate, for Rs. 15,966; at Málegaon, in the Násik Collectorate, for Rs. 14,859; Málvan, in the Ratnágiri Collectorate, for Rs. 13,411; and Sujáwal, in the Karáchi Collectorate, for Rs. 14,395. An additional building to accommodate the Joint Subordinate Judge's Court at Dhulia was in progress, and Rs. 3,210 expended. Additions and alterations were carried out to the Court-houses at Godhra and Dohad in the Panch Maháls Collectorate, at a cost of Rs. 3,741 and Rs. 3,836, respectively; at Yával, in the Khándesh Collectorate, at a cost of Rs. 5,005; and to Bungalows Nos. 1 to 3 at Rohri, in the Shikárpur Collectorate, which were purchased from the North-Western Railway, for Rs. 10,500, in the past year, to adapt them for a Subordinate Judge's Court-house and residence, as mentioned in the last report, at a total cost of Rs. 3,009.

15.—ECCLESIASTICAL.

96. A compound wall, with entrance gate, round the Cemetery at Camp Deoláli, enclosing 4·08 acres of ground, of rectangular form, was sanctioned and in progress during the year, Rs. 2,496 having been expended against the sanctioned estimate of Rs. 5,189.

97. Provision of Rs. 10,000 was made for the construction of quarters for the Chaplain at Byculla, which were represented to be urgently needed, and a site selected on land belonging to Christ Church, which it was proposed to lease to Government at a nominal rent. Plans and estimates for the building, the latter amounting to Rs. 30,959, were drawn up and sanctioned in December 1891; but a commencement could not be made with the work, as the land on which it was proposed to erect the building is a portion of land held in trust for the Church, and the Law Officers considered that, under the circumstances, an application to the High Court, for permission to lease, was necessary; and such was accordingly directed to be made, and the provision re-appropriated.

16.—JAILS.

98. The detailed plans and estimates for the New Jail and Work-house at Bombay, aggregating Rs. 14,32,937, which, at the close of the past year, were under consideration by the several departments and officers concerned, were, during the year, submitted for the approval and sanction of higher authority. The sanction of Her Majesty's Secretary of State for India to the project was communicated to this Government in December last, but it was decided that the work should not be proceeded with, pending the orders of the Government of India on the new Provincial Contract, then under consideration, when the position in regard to funds being available for the steady prosecution of this large project would have to be considered. The provision of Rs. 1,50,000 made in the budget was, therefore, re-apropriated to other works, and a portion surrendered. An outlay of Rs. 3,777 from the grant was incurred in the purchase of some additional land, but this was more than recouped by the sale of a portion required for road improvements, measuring 1,748 square yards, to the Municipality, for a sum of Rs. 4,684.

99. The construction of a new Central Jail for Gujarát, on the right bank of the Sábarmati river, opposite Ahmedabad, fully described in the last report, was pushed on vigorously, an expenditure of Rs. 1,98,184 having been incurred during the year, bringing the total outlay up to Rs. 2,86,162, against the sanctioned estimate of Rs. 5,41,714. The following buildings have been completed, with the exception of flooring and doors and windows :—Deputy jailor's quarters, guard room, matron's quarters, hospital assistants' and clerks' quarters, warders' quarters (Block A), 9 wards for males, 5 work-sheds for males, jailor's quarters and out-houses, and cook-room for guard-room. The main entrance wall and some of the smaller wards are in hand, and work has progressed in proportion to the outlay. It is expected that the entire jail will be completed during the year 1893.

100. At the new Subordinate Jail at Sátára, additions and alterations to the buildings, and enclosure wall surrounding the jail, were completed at a total cost of Rs. 6,173.

101. In connection with the new Central Jail for Sind at Hyderabad, it was stated in the last report that the reply of the Military authorities in regard to the question of site was received at the close of the year. Both the sites within the Cantonment limits, recommended by the Committee, were objected to by His Excellency the Commander-in-Chief; the site originally chosen, which is within Municipal limits, about 1½ mile north of the present jail, was, therefore, finally approved, and the plans and estimates having been carefully reconsidered and revised, work was commenced in January. The site occupies 75 acres, of which 50 are reserved for buildings, and 25 for quarries and preparation of materials. In design the enclosure, 1,010 feet by 1,700 feet, surrounded by a masonry wall, 15 feet high, contains all the buildings used by the prisoners, arranged in two 16-sided polygons, in which the buildings are built on the radiating principle, for 802 male prisoners. Each sleeping barrack is made in two compartments, having 32 men in each, and allowing 50 square feet, with a minimum of 5 feet wall space to each occupant. There are also two enclosed rectangles to accommodate 64 females and juvenile prisoners, 20 male untried prisoners, and 5 European prisoners. Besides these there are subsidiary buildings, including hospital and contagious diseases wards, dead-house, cook-house, and store-rooms and offices. The accommodation is for 890 prisoners as follows :—

	Males.	Females.
Barracks	640	30
Habituals	80	0
Cells	20	4
Observation Ward	5	4
Untried	20	10
Juveniles	25	12
Hospital	32	4
	886	
Contagious Diseases Ward	4	
	890	

Outside the main enclosure are quarters for the Superintendent and Deputy Jailors, matron, clerks, guards, apothecary, and warders. The total estimated cost of the project is Rs. 4,56,040, which includes a provision of Rs. 7,130 for water-supply. The ground being Municipal, compensation is required. During the year 23 buildings, out of a total of 76 required, were commenced; of these 18, including 2 barracks for males, 2 barracks for habituals, hospital for males, quarters for warders, and Jailors' and Jail Superintendent's quarters, were raised to top of plinth, and the foundations of 5 others were laid. The outlay of the year was 39,480.

102. In the Karáchi Jail a workshop and separate sleeping accommodation were provided for habitual prisoners, at a cost of Rs. 2,828.

17.—POLICE.

103. The budget estimate of the year included a sum of Rs. 1,56,000 for outlay in connection with the scheme for the provision of suitable quarters for the District Police, of which Rs. 54,000 was for buildings commenced in the previous year, Rs. 51,000 for new quarters at different places, and Rs. 51,000 for minor works. The programme underwent

considerable modification and extension during the course of the year, and provided for an expenditure of Rs. 2,12,000.

104. The actual progress in detail will be ascertained from the following statement:—

District.	Station.	Nature of Work.	Number of Men to be accommodated.	Estimated Cost.	Expended during the year.	Remarks.
				Rs.	Rs.	
Bombay	Bombay	19 wooden moveable chaukis affording accommodation for Police Night Guards.	...	7,334	27	Completed in 1890-91. Payment of liabilities.
Do.	Do.	Providing iron net work to the windows of the lock-ups in the Police Head Office, Byculla.	...	22	19	Completed.
Do.	Do.	Improving the floors of the lunatic cells attached to the hired Police Station, Mázgaon.	...	74	64	Do.
Do.	Do.	Reclaiming a portion of the foreshore for locating a Police Chauki near Warden Road.	...	38	36	Do.
Do.	Do.	Laying on water to the Police Chauki, Duncan Road.	...	88	86	Do.
Do.	Do.	Laying on water to the Police Chauki, Káji Mholla Street.	...	57	54	Do.
Do.	Do.	Laying on water to the Police Chauki, Chinchpokli, Parel.	...	121	103	Do.
Do.	Do.	Constructing a privy and urinal for the Police Chauki at Mázgaon.	...	467	446	Do.
Surat	Surat	Police lines, Jhampa Bazár	50	25,267	25,267	Purchased.
Do.	Párdi	Providing weather boards to the Police lines.	...	180	180	Completed.
Do.	Karanj	Police lines	4	740	734	Do.
Do.	Pátel	Retaining wall to the Police lines ...	...	38	38	Do.
Broach	Broach	Additions and alterations to the Police lines.	...	3,130	3,114	Do.
Do.	Do.	Special repairs to the office of the Superintendent of Police.	...	1,627	1,636	Do.
Do.	Kavi	Additions to the Police lines	...	31	31	Do.
Kaira	Nadiád	Police lines	66	20,105	12,446	Do.
Do.	Umreth	Do.	15	4,846	998	In progress.
Panch Mahals ...	Jhálod	Do.	10	2,453	487	Completed.
Ahmedabad ...	Ránpur	Erection of a latrine of two seats near the Police lines for the use of prisoners on their way from Dhandhuka and Gogha to the Ahmedabad Jail.	...	103	99	Do.
Do. ...	Pálanpur	Police buildings, stables for 36 horses, Chief Constables' quarters and magazine.	*56	19,070	4,977	In progress. *Including Chief Constable and 5 Náiks.
Belgaum... ...	Belgaum	Ridge ventilation, Police lines ..	152	752	752	Completed.
Do.	Do.	Certain additions to drains of Head-quarter Police lines.		264	261	
Kanára	Bhatkal	Police lines	24	8,241	4,753	In progress.
Do.	Honávar	Do.	32	10,988	4,249	Do.
Ratnágiri and Kolába.	Vengúrla	Do.	40	14,184	1,000	The original site not being available, another is being selected, and revised plan and estimate are under preparation.
Do. ...	Harcheri	Do.	5	1,382	977	In progress.
Do. ...	Talla	Do.	4	1,635	1,611	Completed.
Do. ...	Nágothna... ...	Do.	20	5,681	1,014	Do.
Do. ...	Alibág	Office for the Superintendent of Police and Chief Constable.	...	6,733	6,000	In progress.
Sátára	Koregaon... ...	Lines for the treasury guard in the Mámlatdár's Kacheri.	7	2,198	202	Completed.
Do.	Do.	Lines for the Táluka Head-quarter Police.	20	5,530	1,319	Do.
Do.	Sátára	Conversion of a portion of the old jail into quarters for the City Police.	71	13,414	3,320	Do.
Do.	Nándgaon ...	Police lines	9	2,407	1,400	In progress.
Bijápur	Bijápur	Town Police lines	60	18,197	1,005	Completed.
Do.	Indi	Do.	26	7,896	550	Do.
Do.	Bijápur	Latrines for Town Police lines ...	...	1,248	996	Do.
Do.	Do.	Bathing places for do. ...	...	376	376	Do.
Do.	Kaládgi	Additions and alterations to the out-post Police lines.	...	615	582	Do.
Do.	Nidgundi... ...	Outpost Police lines	6	2,417	513	In progress.
Do.	Allgur	Do. do.	4	1,408	1,393	Completed.
Do.	Tumbgi	Do. do, ...	3	909	909	Do.
Do.	Agarkhed... ...	Do. do, ...	5	1,373	1,364	Do.
Do.	Bijápur	Additions and alterations to the Head-quarter Police lines	...	1,954	1,866	In progress.
Khándesh ...	Jámner	Police lines	7	2,060	2,053	Completed.
Do. ...	Chálisgaon ...	Additional Police lines, two blocks (Blocks No. I. and II.)	8	5,144	4,959	I. completed. II. was nearly completed by end of March 1892. Has since been completed
			9			

District.	Station.	Nature of work.	Number of men to be accommodated.	Estimated Cost.	Expended during the year.	Remarks.
				Rs.	Rs.	
Khándesh ...	Dhadgaon ...	Police lines	12	3,808	[3,625	Completed with the exception of a little work to the roof.
Do. ...	Yával	Do.	9	2,360	1,862	In progress.
Do. ...	Erandol	Police lines	17	4,929	41	Completed.
Do. ...	Dhulia	Two new sets of latrines of 17 and 20 seats for males and females of the Bheel Corps	...	1,767	1,021	In progress.
Do. ...	Jámner	Latrine accommodation to the Police lines.	...	170	158	Completed.
Do. ...	Dondaicha ...	Lock-up	2 rooms.	1,501	1,174	In progress.
Do. ...	Jalgaon	Re-making the present muram floors of the Assistant Police Superintendent's Bungalow.	...	89	88	Completed.
Do. ...	Dharangaon ...	Additions and alterations to the Quarter Guard and Armoury of the Police lines.	...	97	89	Do.
Do. ...	Yával	Record-shelves and iron Kundas for the office of the Chief Constable.	...	95	80	Do.
Do. ...	Sindkheda ...	Do. do.	...	74	90	Do.
Násik	Málegaon... ...	Police lines	15	4,387	4,130	Do.
Do.	Do. ...	Latrine accommodation for the Police lines.	...	170	98	In progress.
Ahmednagar ...	Ahmednagar ...	Additions and alterations to the latrines in the new lines for City and Táluka Police.	...	142	139	Completed.
Do. ...	Do. ...	Constructing drainage in the new lines for City and Táluka Police.	...	328	328	Do.
Do. ...	Do. ...	Providing stone floor to the store-room in the Police lines (old).	...	154	153	Do.
Do. ...	Akola	Police lines for the Treasury Guard-room.	7	1,839	97	Do.
Do. ..	Jámkhed	New Police lines	...	3,918	692**	*Cost of materials collected ; work abandoned.
Násik	Igatpuri	Treasury guard-room for the Mámlatdár's Kacheri.	7	2,709	2,073	Completed.
Do.	Do. ...	Tallegate guard-room	5	3,256	1,946	Do.
Do.	Násik	City Police lines...	50	20,808	16,861	Do.
Do.	Do.	Providing ridge ventilators to all the blocks in the new Police lines.	...	1,253	853	In progress.
Do.	Niphád	Police lines	14	5,100	2,902	Do.
Do.	Chándor	Do.	4	2,302	838	Do.
Do.	Yeola	A block of 5 rooms for Police	5	1,664	1,576	Completed.
Sholápur ...	Bársi	Town Police lines	17	4,898	4,196	In progress.
Do.	Hotgi	Police outpost	2	589	293	Do.
Do.	Sholápur	Treasury guard-room for the Collector's Kacheri.	6	543	491	Completed.
Poona	Dhond	Police lines	8	2,118	2,006	Do.
Do.	Bárámati	Do.	12	3,641	3,423	Do.
Do.	Poona	Additions and alterations to the residence of the District Superintendent of Police.	1	3,627	2,000	In progress.
Begári Canals ...	Maoládád ...	Police lines	13	4,363	4,026	Do.
Do. ...	Kandkot	Do.	13	2,299	1,787	Do.
Do. ...	Ghonspur ...	Do.	13	4,727	597	Do.
Do. ...	New Thul ...	Do.	13	4,637	640	Do.
Do. ...	Kashmor	Do.	13	4,239	748	Do.
Do. ...	Khaira Garhi ...	Do.	13	4,023	666	Do.
Shikárpur Canals.	Sukkur	Do.	50	18,416	1,866	Completed in 1890-91. Expenditure in 1891-92 for compensation for site.
Do. ...	Do.	Additions to the Police Inspector's quarters.	...	1,686	700**	*Value of materials collected.
Ghár Canals ...	Shahadádpur ...	Police lines	11	6,035	5,816	Completed.
Western Nára ...	Dokri	Additions and alterations to Police lines.	4	1,010	558	Do.
Do. ...	Johi	Do. to do.	20	283	123	Do.
Eastern Nára ...	Sámara	Police lines	6	2,180	1,144	Do.
Do. ...	Juda	Police Thána	6	2,180	2,103	Do.
Hyderabad Canals	Tando Allahyar ...	Additions and alterations to Police lines.	20	10,475	3,489	In progress.
Do. ...	Mitháni	Pclice lines	7	2,224	957	Do.
Fuleli Canals ...	Talhár	Do.	13	5,681	749	Do.
Do. ...	Tando Gulám Haidar.	Do.	7	2,210	735	Do.
Karáchi Canals ...	Alah Rakiashah ...	Do.	20	10,669	5,128	Do.
Do. ...	Ládium	Do.	20	10,669	2,388	Do.
Do. ...	Keti Bandar ...	Police lock-up	...	1,336	777	Do.
Do. ..	Jati	Converting four compartments of the stables into record and office rooms for the Chief Constable.	...	1,085	1,084	Completed.
		Total ...	1,166	3,81,560	1,83,616	

Note.—The difference, Rs. 28,384, between the revised grant, Rs. 2,12,000, and outlay of the year shown in this statement, Rs. 1,83,616, is due to lapses, amounting to Rs. 18,601, on grants for several works, and to a sum of Rs. 9,783 having remained unappropriated at the close of the year out of the additional grant of Rs. 20,000 sanctioned in January 1892.

105. Additions and alterations to the Police Lines at Broach were completed at a total cost of Rs. 3,114, against the sanctioned estimate of Rs. 3,130. The partitions between the rooms have been raised to the roof, the latrines for men have been removed and re-erected at a suitable site, and new latrines for women have been provided.

106. The Police Lines at Jhámpa, Surat City, which provide accommodation for 50 men, were purchased by Government, at a cost of Rs. 25,267, from the municipality, during the year.

107. The new block of lines at Jhálod, in the Kaira Collectorate, commenced during the last year, have been completed; while the new lines at Nadiád, for 66 men and 3 horses, also commenced in the last year, have been practically finished, at a cost of Rs. 17,100.

108. Plans and estimates, amounting to Rs. 4,846, were prepared for new Police Lines for 15 men at Umreth, and the necessary materials were collected, and a sum of Rs. 998 was expended, but, owing to a difficulty about the site, the actual building was not commenced during the year, but has since been taken in hand.

109. Quarters for the Rewa Kántha Police Inspector at Wadia were also completed and handed over during the year. The total expenditure was Rs. 2,775.

110. The work of constructing new Police Lines at Pálanpur, in the Ahmedabad Collectorate, has been commenced, and a sum of Rs. 4,977, against an estimated cost of Rs. 19,070, has been expended in collecting materials. The buildings, when completed, will consist of a magazine, 3 blocks of lines, accommodating in all 50 sepoys and 5 náiks, with quarters, and an office, for the Chief Constable, and stables for 36 horses.

111. New Police Lines at Bársi, in the Sholápur Collectorate, consisting of 17 rooms, 15 for constables and two for non-commissioned officers, with a 5 feet verandah in front, are under construction. The rooms for the constables are $10' \times 10'$, and those for the non-commissioned officers $12' \times 10'$. Two blocks of bath-rooms, each of four rooms, two blocks of latrines, each of 4 seats, and one stable, of two stalls each, $11' \times 9'$, for savárs' horses, are provided. The work is finished up to roofing, and will be completed in the ensuing year. The expenditure during the year was Rs. 4,196.

112. Police Lines at Bárámati, in the Poona Collectorate, were constructed during the year. The accommodation provided was as per type design B, consisting of 3 rooms, $12' \times 10'$ for head constables, and 9 rooms, $10' \times 10'$, for constables. The outlay has been Rs. 3,423.

113. Additions and alterations to the residence of the District Suporintendent of Police Poona, are in progress, and the work will be completed before the monsoon. The expenditure has been Rs. 2,000, against the estimate of Rs. 3,627.

114. Some material for the Police Lines at Jámkhed, in the Ahmednagar Collectorate, was collected at site, but the work was stopped by the order of Government, pending decision of the question of exchanging a portion of Jámkhed with His Highness the Nizám. The amount of the sanctioned estimate is Rs. 3,918, and the expenditure has been Rs. 692.

115. Police Lines for the treasury guard at Akola have been finally completed, at a total outlay of Rs. 1,795, against an estimate of Rs. 1,839.

116. The conversion of the jail into Police Lines for the City and Táluka Police at Nagar was carried out. Masonry drains have been laid to carry off the rain water from the roofs of the municipal police quarters during the year, and the work completed, at a total expenditure of Rs. 12,610, against an estimate of Rs. 12,431.

117. Treasury guard-rooms at Igatpuri, in the Násik Collectorate, as detailed in the last report, have been completed, at a total expenditure of Rs. 2,073, against the estimate of Rs. 2,709; and the Tallegate guard room at an expenditure of Rs. 1,946.

118. The City Police Lines at Násik, described in the last report, have been completed, at a total expenditure of Rs. 16,861, against the estimate of Rs. 20,808.

119. Police Lines at Niphád, consisting of 2 blocks, each having 4 rooms, $10' \times 10'$, and two end rooms, $12' \times 10'$, the former for constables, and the latter for head constables, were half completed during the year. The design is in accordance with the type plan B. The work is in progress, and an expenditure of Rs. 2,912 has been incurred, against the estimate of Rs. 5,100.

120. In the Khándesh Collectorate, lines for Police were completed at Jámner (7 men), Chálisgaon (two lines for 8 and 9 men, respectively), and Málegaon (15 men); those at Dhadgaon (12 men) were completed, with the exception of a little work to the roof; and at Yával, lines for 9 men were in progress. The expenditure on new lines during the year was Rs. 10,156. Latrines for the Bhil Police Lines at Dhulia, which were very urgently wanted, were commenced late in the year, and Rs. 1,021 were expended out of an estimate of Rs. 1,767.

121. A lock-up was commenced at Dondaicha, but was not completed owing to labour difficulties.

122. In the Kánara Collectorate, Police lines for 24 men at Bhatkal, and for 32 men at Honávar, estimated to cost, respectively, Rs. 8,241 and Rs. 10,988, were put in hand, and outlay incurred to the extent of the allotments sanctioned for the year.

123. The conversion of a portion of the old jail at Sátára into quarters for the City Police, was completed during the year, at a total expenditure of Rs. 13,996, against the estimate of Rs. 13,414.

124. Police lines for 20 men at Nágothna, in progress in 1890-91, were completed during the year, at an outlay of Rs. 5,677, against the estimate of Rs. 5,681.

125. The project for Police lines at Vengurla is in abeyance; the original site selected not being available, selection of other sites is under consideration. The outlay of the year, *viz.*, Rs. 1,000, was incurred in collecting materials, such as stones, timber, &c.

126. An office for the Police Superintendent at Alibág, providing accommodation for Superintendent's office, chief constable's office, two cells and a store-room, was commenced during the year, and outlay incurred to the extent of the allotment, *viz.*, Rs. 6,000.

127. Town Police lines for 60 men at Bijápur, and for 26 men at Indi, in progress last year, were completed during the year, at a cost of Rs. 17,482 and Rs. 7,546, respectively.

128. New Police lines in connection with new Mukhtyárkarates at Kotri Alah Rakia-shah and Ladium, were in progress during the year. They provide accommodation for a chief constable and 8 men of the Rural Police, and also an office and record-room with stabling for 3 horses, for the Armed Police; quarters for one head constable and 9 men are provided. The foundation and plinth are of burnt brick and lime masonry; superstructure of burnt brick and mud. The estimated cost of each set of lines is Rs. 10,669, and the expenditure for the year has been Rs. 5,128 and Rs. 2,388, respectively.

129. Police lines at Jati Mugalbin were completed during the year. Four of the stables, which were not required, were converted into an office and record-room; a verandah in front of the office was also built. The outlay has been Rs. 1,084, and the expenditure of the year Rs. 777.

130. Police lines at Talhar were in progress. These lines provide accommodation for 13 constables, 2 lock-ups, stables for 5 horses, with a compound wall and gate. The estimated cost is Rs. 5,681, and the expenditure of the year Rs. 749.

131. Police lines at Tando Alahyar were in progress. These buildings provide accommodation for the mounted and foot police, a new record-office, and store-rooms, stables, &c. Work having been commenced in February, only Rs. 3,489 of the allotment of Rs. 6,510, was expended during the year. The estimated cost is Rs. 10,475.

132. Police lines at Mithani, intended to replace those in the old town of Mithani, washed away by the encroachment of the Indus, were in progress. The estimated cost is Rs. 2,224, and the expenditure of the year Rs. 957.

133. The work of converting the old Mukhtyárkarate at Kandiáro into Police lines, was sanctioned, but could not be commenced until the building is vacated, on the completion of the new Mukhtyárkarate.

134. A Police thána at Juda has been completed. This consisted of accommodation for Policemen, stabling, and enclosure wall. The estimated cost is Rs. 2,180; and the outlay has been Rs. 2,103.

135. Police lines at Maoladad, Kandkot, Ghonspur, New Thul, Kashmor, and Khaira Ghari, in the Upper Sind Frontier District, were in progress during the year, their aggregate estimated cost amounting to Rs. 24,288. The lines at Maoladad were completed; they consist of 12 rooms, 10′ × 10′ × 14′, and one of 15′ × 10′ × 14′, with stabling for 6 horses, and a latrine with 11 seats. The outlay has been Rs. 4,026, against the estimate of Rs. 4,363, which includes a compound wall. The lines at Kandkot consisted in the conversion of the old Sind Horse lines, giving 10 rooms of 10′ 6′ × 8′ × 13′, and two of 10′ × 8′ × 13′, and separate quarters for the head constable, stabling for 6 horses, and a latrine with 11 seats: this, with the others were in progress. The expenditure has been Rs. 8,710.

136. The Police lines at Shahdádpur were completed during the year. They provide quarters for 11 men, and stables for 6 horses, the whole being constructed with burnt brick and mud, plastered with mud, and roofed with rolled iron beams, T iron and tiles covered with mud plaster, the verandah supported on rails. Three of the quarters are for married men, each being 12′ × 12′ and 12′ high, with partition walls in the verandah; the other 8 quarters are 12′ × 8′. The verandah is 8′ wide throughout, and 10′ high. The compound is enclosed with a wall of burnt brick and mud, pointed with chunam. The outlay has been Rs. 5,816.

137. The work of constructing 50 rooms for Town Police at Sukkur, was described in last year's report. It was practically completed in that year, and the allotment, Rs. 1,866, for the year was utilized in payment of compensation for the site only.

138. A provision of Rs. 5,200 was made for lines for the Chorási Táluka Head-quarter Police, Surat, but a portion of the amount was appropriated to augment the grant for Minor Works, Police, and the remainder lapsed, pending submission of the project, which was in preparation.

139. Provision of Rs. 3,700 was also made for Police lines (additional) at Dholka, in the Ahmedabad Collectorate, but was re-appropriated, pending the final disposal of the new scheme for the Presidency Police.

18.—EDUCATIONAL.

140. The progress with educational buildings, the cost of which is wholly a provincial charge, was as follows :—

141. *Sir Jamsetji Jijibhoy School of Art, Bombay.*—The drainage of the school was improved, and new drains provided for the Reay Art Workshops; new detached latrines were constructed in the compound, and the old ones, which were in the main buildings, and were found to be objectionable on sanitary grounds, were removed; and a permanent dwarf wall, with iron railing, and with gates, was erected along the eastern face of the compound, contiguous to the footpaths of the Hornby Road, and extending to the southern end of the compound of the Trinity Church and Indo-British School. The total outlay on the above works has been Rs. 15,024.

142. *Elphinstone Middle School, Bombay.*—Proposals for improvements urgently needed to the Elphinstone Middle School, constructed some 50 or 60 years ago, came up before Government during the past year, and Government were asked to sanction additions and alterations to the existing buildings at an estimated cost of Rs. 26,575, and Rs. 25,383 for the purchase of neighbouring properties, not only as a means of providing a site for the latrines further removed from the class-rooms, but to prevent the school being built in. This school is a very important one, the daily average attendance being over 600; it is one, too, in which the fees almost wholly cover the expenditure. The Superintending Engineer suggested the alternative of building a new school, which it was estimated would cost Rs. 1,10,000, in place of patching up the old premises, which could then be sold, the land being valued at from Rs. 48,000 to Rs. 65,000, and the buildings at Rs. 40,000. The alternative was rejected by the Director of Public Instruction, on the score of increased cost, and on the ground that the present buildings could not be sold, as they are held in trust. Government accepted this position, and sanctioned the plans and estimates, amounting to Rs. 51,958, which included Rs. 26,575 for alterations, and Rs. 25,383 for compensation. The latter was, however, found to be insufficient, and, on the recomendation of the Collector, was increased to Rs. 36,168, thus making the total revised estimate Rs. 62,743. The alterations consist of (1) substituting brick for wooden partitions for separating class-rooms, (2) strengthening the floors, (3) adding upper-storied verandahs to the class-rooms, and (4) constructing new privies and urinals. An outlay of Rs. 56,688 was incurred during the year, inclusive of compensation to the owners of private properties, and the work will, it is hoped, be completed shortly.

143. *Deccan College, Poona.*—The importance of providing residences for the European Professors, in close proximity to the Government Colleges, was prominently brought before the Government of India by this Government, in the Educational Department, in October 1888, and the want of such accommodation at the Deccan College has been recognized by successive Governments as a serious defect. The matter was taken up by a Committee, consisting of the Vice-Chancellor of the University, the Director of Public Instruction, the Principals of the Elphinstone and Deccan Colleges, and the Secretary to Government, Educational Department, appointed, in May 1890, to consider certain questions affecting the College administration. The Committee strongly urged the expediency of carrying out, with the least possible delay, the original plan, which contemplated the erection of residences for the Principal and the Professors in the immediate vicinity of the College; and they added that the report of the Education Commission, and more recently the Resolution of the Government of India on the subject of moral discipline in Schools and Colleges, has pressed upon the attention of Educational authorities, in all parts of India, the special benefits to be expected from Colleges in which students reside under the continuous supervision of their Professors, and in frequent intercourse with them; the Deccan College possesses exceptional advantages for the development of the residential system, but, notwithstanding these advantages, it cannot be expected to produce the best results of a College of resident students, unless it is provided with dwellings for its Professors as well as for its students; and the Committee expressed their strong opinion that the time had come for definite action in the direction. Admitting the cogency of this reasoning, it was for consideration how far the object in question could be secured at a reasonable cost. Alternative designs and estimates for a residence for the Principal were accordingly taken in hand, and, after prolonged consideration, a project for a building, which, including out-houses, is estimated to cost Rs. 25,436, was approved of. The accommodation is on a moderate scale, comprising a drawing and dining-rooms, 2 bed-rooms, 4 dressing and 4 bath-rooms, and a small office. It is proposed to charge rent under the regulations, and the appointment being a graded one, the salary of the officer occupying the house will vary from Rs. 1,000 to 1,500, and the rent chargeable from Rs. 100 to Rs. 150, the latter being the full rent chargeable under the rules. The plans and estimate having received sanction, and funds provided, the work was proceeded with, and Rs. 6,998 expended up to the close of the year.

144. *College of Science, Poona.*—All the work in connection with the Pasteur Laboratory, and subsidiary buildings, described in the last report, has been completed, with the exception of the large incinerator, for which a site is not available. Extra accommodation has been provided for breeding rabbits, and the huts for rabbits and guinea pigs have been improved. The total expenditure has been Rs. 31,039.

145. Additional land, with the house standing thereon, was acquired during the year for the extension of the laboratory and to provide a residence for the Curator of the Takhatsingi Solar Observatory, at a cost of Rs. 17,811.

146. At the Veterinary Hospital the work of constructing loose boxes, consisting of 10 stalls, each 10 feet by 12 feet, protected in the front with a 5 feet verandah, was commenced and completed at an outlay of Rs. 3,204.

147. *Training College, Hyderabad.*—The construction of a workshop, consisting of two rooms, 26 by 20 feet, over the students' quarters, quarters for peons, and bathing platform, which were in progress in the past year, were completed during the year at a cost of Rs. 3,880; and unglazed tile pavement to the students' quarters was provided at a cost of Rs. 1,027.

148. *High Schools.*—The additions and alterations to the High School at Ahmedabad, described in the last report, were completed during the year, at an outlay of Rs. 5,811. Improvements to the Vishrámbág (High School) at Poona, with the exception of alterations to the students' latrines, were also completed, the outlay of the year having been Rs. 2,585. The Dinshaji Rustamji Dalal Gymnasium for the High School at Broach, described in the last report, was completed at a total outlay of Rs. 3,842.

149. The progress with buildings towards the cost of which Government contributed in the form of a grant-in-aid, and which were under execution by Public Works Officers, was as follows :—

150. *Anjuman-i-Islam School, Bombay.*—This building was described in the report for 1889-90. At the close of the past year the ground floor was approaching completion. During the year the whole of the 1st and 2nd floors have been completed and roofed in, with the exception of the end towers. The plastering, painting, &c., still remain to be done, and it is expected that the whole will be completed by the end of November next. A dwarf stone wall, with iron railing on top, and gates, has been constructed along the Hornby Road, at an outlay of Rs. 938. The total expenditure to date has been Rs. 71,058, against the estimate of Rs. 1,35,547.

151. *St. Peter's School, Mázgaon, Bombay.*—The residence for the Head Master, and dormitories for boys, in progress from the past year, were completed during the year, at a total outlay of Rs. 50,509.

152. *St. Joseph's Convent School at Karáchi.*—Additions and alterations were carried out, at a cost of Rs. 2,534, from Contributions.

153. The progress with buildings undertaken wholly from Contributions during the year, was as follows :—

154. *The Frámji Dinsha Petit Laboratory, Bombay.*—The provision of furniture, gas, and water fittings in this building, which was in progress last year, was completed during the year, inclusive of which the total outlay on the building has been Rs. 63,833.

155. *Native Christian Girls' Boarding School at Byculla, Bombay.*—Additions and alterations were carried out, at an outlay of Rs. 6,806, from funds provided by the American Maráthi Mission.

156. *The Education Society's City School at Nagar.*—Additions and alterations to this building were carried during the year, at an expenditure of Rs. 2,859, from Contributions.

157. The progress with school buildings, the cost of which was defrayed from Local or Municipal Funds, under execution by the Public Works Department, was as follows :—

158. School-houses were completed during the year at Wadála for 40 boys, Nepti, and Korhala for 80 boys, in the Ahmednagar Collectorate, for Rs. 1,221, Rs. 928, and Rs. 1,502; that at Kopargaon, in the same Collectorate, for 100 boys, has been reconstructed at an expenditure of Rs. 2,298; the school-house at Betávad, in the Khándesh Collectorate, for 210 boys, was completed, by the addition of a wing omitted from the original design, at a total outlay of Rs. 5,436; school-houses were also completed at Bhoj, in the Belgaum Collectorate, for 150 boys, at a cost of Rs. 5,010; at Chiplún, in the Ratnágiri Collectorate, for 220 boys, at a cost of Rs. 9,911; at Khatáv and Atki, in the Sátára Collectorate, for Rs. 3,134 and Rs. 1,463, respectively; and at Kardi for 40 boys, and Havin Hippargi for 50 boys, in the Bijápur Collectorate, for Rs. 2,253 and Rs. 1,711, respectively.

159. School-houses were in progress at Bardoli, in the Surat Collectorate, for 150 boys, and Rs. 5,084 expended to the close of the year; at Pangiri and Bhatodi, in the Ahmednagar Collectorate, for 60 and 40 boys, and Rs. 668 and Rs. 580 expended; at Nánded and Malpur, in the Khándesh Collectorate, for 150 and 80 boys, respectively, estimated to cost Rs. 3,222 and Rs. 2,556, respectively, but owing to difficulties in regard to labour and materials, less than half was spent to the close of the year. In the Sátára Collectorate, school-houses were in progress at Devar, Ashta, Yellur, Vasagdi, and Bagin; a new school-house for 200 boys,

for the School of Industry at Ratnágiri, was also commenced, and Rs. 3,662 expended against the estimate of Rs. 11,727; and school-houses for 150 boys at Chadchan, and 100 boys at Nidgundi, in the Bijápur Collectorate, estimated to cost Rs. 4,931 and Rs. 4,026, were in hand; also additions and alterations to the school-house at Revdanda, in the Kolába Collectorate; and an additional room to the school-house at Jawla, in the Ahmednagar Collectorate, which was completed at an outlay of Rs. 1,088. Additions to the small building at Chikulwad, in the Násik District, were also completed.

160. The Municipal school-house at Jalgaon, in the Khándesh Collectorate, for 120 boys, commenced last year, was completed at a cost of Rs. 4,030.

161. A set of standard designs for village schools, to provide accommodation for 40, 60, 80, and 100 boys, respectively, of cheap construction, were prepared during the year, and having received the approval of the Educational Department, have been adopted by the District Board for the Khándesh District.

19.—MEDICAL.

162. Under this head the progress has been as follows :—

163. *St. George's Hospital at Bombay.*—The Male Ward, the superstructure of the 1st floor of which was in progress at the close of the past year, is approaching completion. The whole of the building has been raised and roofed in, and the finishing items, such as the flooring, painting, plastering, &c., are in progress, and are expected to be completed shortly. The provision of furniture and laying on of gas, as also the construction of new pathways and road, are now being considered. Lifts to be worked by hydraulic power have been ordered out from England.

A building for the Resident Surgeon's quarters was commenced during the year. It consists of a ground and one upper floor; on the former there will be a drawing-room, 24 × 18 feet, a dining-room, 18 × 18 feet, an office, 10 × 12 feet, with verandahs, staircases, and a porch. The first floor will contain 2 bed-rooms, 3 bath-rooms, a dressing room, an office, and verandahs. A block, containing servants' quarters, is being erected near the main building.

An iron railing, similar in design to that of the adjoining Goods-yard of the Great Indian Peninsula Railway, has been commenced along the eastern boundary of the Hospital premises, and is in progress.

The total outlay on the Hospital Buildings to the close of the year has been Rs. 4,20,009, against the total sanctioned estimate amounting to Rs. 6,18,786.

164. *Cinerator and Sheds for Horses and Cattle suffering from Contagious Diseases at Sewri, Bombay.*—Government having ordered the segregation of horses and cattle suffering from contagious diseases, under the operation of the Glanders and Farcy Act, the following buildings required in connection with the working of the Act were taken in hand during the year, at a site near Sewri Cemetery, selected and railed off for the purpose :—6 detached stables for horses, each 12 × 8 feet, to accommodate one horse each; 2 sheds for cattle, 36 × 26 feet, each to accommodate 12 head of cattle, each shed being divided in the middle by a dwarf wall; a cinerator for burning the carcases of deceased animals, with a platform for destroying animals, and an earthen ramp leading up to it; a block of buildings, 30½ feet by 13 feet, containing one servant's room, 16 × 10 feet, and one store-room, 10 × 10 feet; and a latrine for servants with one seat. The sheds were completed during the year, and the other buildings are in progress, and will be completed shortly. The sanctioned estimate amounts to Rs. 5,919, of which Rs. 2,314 were expended during the year.

165. *Sassoon Hospital at Poona.*—The additional nurses' quarters, as described in the last year's report, were completed during the year, at a cost of Rs. 20,651.

166. *Sir Dinsha Maneckji Petit and Bái Moltibái Hospitals, Bombay.*—These buildings, which were approaching completion at the close of the past year, were completed during the year, and were formally opened by His Excellency the Governor on the 15th March 1892. The total outlay has been Rs. 98,859, and Rs. 1,33,724, against the sanctioned estimates of Rs. 1,13,327 and Rs. 1,42,120.

167. The out-buildings in connection with these hospitals, mentioned in the last report, were completed during the year, at a total cost of Rs. 17,621.

168. *Awábái Bhávnagri Home for Pupil Nurses, Bombay.*—This building was completed in the past year, but there was a payment of Rs. 4,661 on account of unsettled liabilities during the year; and Rs. 1,495 was expended in providing furniture, as a charge against Provincial Funds.

169. *Hospital for Women and Children at Poona.*—Proposals for constructing a hospital for women and children in the City of Poona, with especial accommodation for obstetric cases, came up before Government in January 1890. The proposals emanated from Miss Barnard, of the Church of Scotland Mission, who, in submitting them, asked for a Government grant-in-aid, and stated that the hospital was intended for the class of women

who will not go into the ordinary hospitals; these proposals were submitted to the Surgeon-General for a full enquiry as to what exactly were the arrangements contemplated for its maintenance permanently, by whom or what body the guarantee for its adequate up-keep will be furnished, and by whom or what body or society the requisite agreement to be entered into with Government, would be executed, should Government decide to give a grant. These, with other points having been duly settled, this Department was requested, in April 1891, to cause the necessary plans and estimates to be prepared, in communication with Miss Barnard and the Surgeon-General. The estimate, as submitted, amounted to Rs. 37,311 for the buildings, and Rs. 5,117 for the site, or a total of Rs. 42,428, of which Government were asked to contribute one-half, or Rs. 21,214. The plans and estimates were sanctioned, and a grant, to the extent asked for, made on the following conditions:—

(*a*) The hospital to be wholly maintained out of the funds of Medical Branch of the Church of Scotland Ladies' Association for Foreign Missions.

(*b*) The Hospital Staff to consist of a Resident Medical Officer, who should possess either a qualification to practise in the United Kingdom, or a degree or license from one of the Government Medical Colleges in India; two trained nurses, of whom one shall be an European or Eurasian, and at least two nurses in training.

(*c*) The hospital is intended chiefly for women who object to resorting to the General Hospitals, and, subject to this intention, is to be opened to all women, without respect to race or creed.

(*d*) At least three-fourths of the beds to be entirely free.

(*e*) The hospital to be open to inspection by a Government Female Medical Officer, to be nominated by the Surgeon-General or by Government.

Funds having been provided, the work was commenced, and the main building raised to the level of the first floor, and all material for completion collected. Considerable delay has been experienced by the non-receipt of iron girders from England, but girders having been procured locally, the work was resumed, and will be completed next year. The outlay during the year has been Rs. 21,484.

170. *European General Hospital at Aden.*—This building, which was described in the last report, was nearly completed, and was formally opened by the Resident on the 2nd May 1892. An approach road, about 850 feet in length and 12 feet in width, in front of the hospital, was also completed. The total outlay has been Rs. 76,257.

171. *Civil Hospital at Ahmedabad.*—The additional buildings for this hospital, described in the last report, were completed at a total cost of Rs. 23,072.

172. *West Hospital at Rájkot.*—Additions and alterations to the Civil Hospital at Rájkot, called the West Hospital, were in progress. The estimated cost is Rs. 11,112, and includes a cook-room for the hospital and Lady Nurses, sweepers' quarters, pavement to three of the wards, privies, a bath-room for the female ward, compound wall and railing, and a covered passage connecting the low caste male ward with the main building, and lastly a carriage-porch. The outlay to the close of the year was Rs. 3,925.

173. *Civil Hospital at Bijápur*—Additions and alterations to the Civil Hospital at Bijápur, estimated to cost Rs. 7,270, were very nearly completed, the outlay to the close of the year amounting to Rs. 5,635.

174. *Civil Hospital at Násik.*—This new hospital, with subsidiary buildings, described in the last report, has been completed during the year; the amount of the estimate is Rs. 30,915, and the outlay has been Rs. 31,012.

175. *Civil Hospital and Medical School, Hyderabad*—Provision was again made in the year for the construction of this building, but re-appropriated to other works, as the project was under revision, which had not been completed when the year closed.

176. *Lunatic Asylum, Dhárwár.*—Two night wards, providing additional accommodation, which was much needed, were commenced, and Rs. 3,723 expended to the close of the year, against the sanctioned estimate of Rs. 5,687.

177. The following Local Fund Dispensaries, &c., were carried out by Public Works Officers during the year:—

178. In connection with the dispensary at Akluj, a female ward, 20 × 10 feet, for two patients, cook-house, and dead-house, &c., have been completed for Rs. 2,613. A dispensary at Párner, together with quarters for the hospital assistant and servants, cook-room, latrine, and mortuary, have been completed for Rs. 7,840. At Shevgaon a Native Doctor's quarters, with quarters for servants, latrine and two bathing-places, have been provided at an expenditure of Rs. 3,641. At Akola the conversion of the old out-houses of the Mámlatdár's Kacheri into a dispensary, and the construction of a new mortuary store-room, cook-room, and two latrines, and thorough repairs to the hospital assistant's quarters have been completed at an outlay of Rs. 1,478. A new dispensary building

for Nawapur was commenced in January, and Rs. 1,227 expended gainst the sanctioned estimate of Rs. 9,670. At Yával quarters for the hospital assistant in connection with the dispensary were completed for Rs. 2,274; and Rs. 889 were expended on similar accommodation at the Amalner Dispensary, against the sanctioned estimate of Rs. 2,147.

179. The Jamsetjee Nusserwanji Petit Dispensary at Váda, described in the last report, was completed during the year at a total outlay of Rs. 9,881.

20.—MISCELLANEOUS.

180. A plot of Government ground behind the Victoria Jubilee Technical Institute, at Bombay, has been filled in, and raised above flood level, at a cost of Rs. 6,454.

181. The want of house accommodation at Dhárwár for the Executive Engineer has, for many years back, been felt to be a very serious inconvenience, and since the opening of the Southern Mahrátta Railway, and the establishment of its head-quarters at Dhárwár, the question of house accommodation has become very acute. The matter has now, however, been satisfactorily settled, with the sanction of the Government of India, by the purchase, for the sum of Rs. 7,000, of a bungalow, which has been handed over to the Executive Engineer for his permanent residence.

III.—COMMUNICATIONS.

182. The total outlay on Communications was Rs. 29,13,320, sub-divided as under :—

	Rs.
Original Works	9,07,845
Repairs	14,53,844
Establishment	5,07,588
Tools and Plant	44,043
	29,13,320

183. With reference to paragraphs 136 to 138 of the report for the past year, the statements of Imperial, Provincial and Local Fund roads under Public Works Agency for the year have been completed, and are attached as an Appendix to this report.

184. It has not, however, been found possible to complete the statements of Local Fund and Municipal roads maintained by Civil Agency, and those for the years 1889-90, 1890-91, and 1891-92, which are under preparation and correction, will be issued, so soon as they can be completed, as supplements to the reports for those years.

185. A map, in three sheets, is attached, on which are shown the principal lines of road in progress during the year.

186. The works carried out during the year have been as follows :—

I.—ROADS.

1.—Metalled and Bridged Roads.

187. **Ahmedabad District.**—*Road from Dhansura to Harsol, 13½ miles (Provincial)*—This road, described in the last year's report, was completed, with the exception of increasing the waterway in a slab drain of 4 to 8 spans, and in a culvert of 2 to 4 openings, and the construction of the Warágaon Bridge over the Mahájam river. The piers of this bridge have been carried up to girder level, and it is hoped the girders will be lifted before the rains. A revised estimate, amounting to Rs. 1,06,318, has been sanctioned, against which a total expenditure of Rs. 81,156 has been incurred, out of which a sum of Rs. 45,852 was spent during the current year.

188. *Road from Ahmedabad to Báreja, 11 miles (Local).*—This road, described in a previous report, has been in progress, and an expenditure during the year of Rs. 10,217 has been incurred, thus bringing the total expenditure up to Rs. 42,327, against an estimated cost of Rs. 1,29,500. The earthwork has been completed, and also the masonry works as far as mile No. 10, and the other masonry works are in in progress throughout the remaining portion of the road.

189. *Modása-Bibipara Road (Provincial).*—The rest-house, consisting of two rooms with the necessary offices, and a well in the compound, has been completed at a total cost of Rs. 3,261, against an estimated cost of Rs. 3,392.

190. *Iron bridge over the Sábarmati River at Ahmedabad.*—The work on this bridge, which was fully described in a previous report, was pushed forward during the working season. The whole of the columns were sunk to the required depths before the rains, after which they were tested and raised to the full height, and the complete iron-work of nine spans has been fixed in position. The expenditure during the year has amounted to Rs. 1,77,493,

bringing the total outlay up to Rs. 3,75,079, against an estimated cost of Rs. 4,58,400. It is hoped that the bridge will be opened for traffic next June or July.

191. **Kaira and Panch Mahals District.**—*Road from Kapadvanj to Bibipara.*—This road, including a rest-house at Ladwell, was entirely completed during the year. The total outlay has been Rs. 28,105.

192. *Kaira-Sábarmati Road (Local).*—An extra layer of kunker was placed on 2 miles of this road, which is now in good order, the outlay having been Rs. 1,536.

193. *Kapadvanj-Nadiád Road (Local).*—The metalling of the first six miles was completed, at a total cost of Rs. 20,784.

194. *Godhra-Dohad Road (Local).*—The work of metalling was proceeded with. The special repairs to this road have enabled it to be put into much better order, but the portion from Godhra to Oorwáda, over which the traffic has been exceptionally heavy, owing to transit of railway materials, is still in an unsatisfactory state. The total outlay since the commencement has been Rs. 50,127.

195. *Petlad-Cambay Road.*—The British portion of this road is 5 miles 4,850 feet in length, with a formation width of 20 feet, of which a central strip of 12 feet is to be metalled with stone. The line has been cleared and embanked, the masonry works (all of them small) are in progress, and a fair proportion of metal and other material has been collected at the road-side, the full allotment of Rs. 25,632 having been expended. The road is estimated to cost Rs. 53,159, of which Government contribute four-fifths or Rs. 42,527, and the Kaira Local Board provides the balance. The British section of the road will probably be ready in 1893, and it is hoped that the Baroda and Cambay lengths may be finished at about the same time. When completed, the line should form a very useful feeder, with a total length of about 17 miles.

196. *Watrak River Bridge*—This large bridge, practically completed in the last year, has now been entirely finished, at a total cost of Rs. 79,472.

197. *A'nand-Petlad Road (Local).*—The portion of the road from the station to the town of Ánand was metalled, and the whole of the road handed over to the Local authorities. The outlay has been Rs. 2,602.

198. *Road from Nadiád to Mátar (Local).*—This road was extended as a kunker road to Vásna, about two-thirds of the work being completed at an outlay of Rs. 6,267.

199. *Bridge over the Shedi River (Local).*—This low level bridge, near Thásra, mentioned in the previous report, was completed at a total cost of Rs. 2,893.

200. A bridge over a nála at Gothda was commenced during the last year, but work has been suspended during the year, pending settlement of certain questions regarding roads in the Pándu Mewás.

201. **Surat and Broach District.**—*Road from Surat to Sachin (Local).*—Metalling 3½ miles of this road in British territory, as described in last year's report, has been completed at a total cost of Rs. 20,367, of which Rs. 5,857 were expended during the year; and the metalling of 4 miles of the same road within the limits of the Sachin State was completed, with the exception of a short length of rolling and consolidation of the surface, which will be finished during the coming monsoon. A total expenditure of Rs. 4,660 was incurred during the year, and Rs. 19,686 from the commencement of the work.

202. *Road from Sachin to Lájpur (Sachin State).*—The metalling of this road is in progress. The length is 11,540 feet, and width 15 feet. This is one of the principal roads of the Sachin State, and considerable traffic from Navsári comes into Surat by it. The work has been completed, except for about half a mile near Latchpur, and a total expenditure of Rs. 10,558 was incurred during the year, against the sanctioned estimate of Rs. 13,755.

203. *Road from the Navab's Bungalow at Bhimpore to the village of Bhimpore.*—This road is in progress; the total length is 5,279 feet, divided into two sections, the first from the Navab's Bungalow to Hanumán's Temple, and the second from Hanumán's Temple to the branch road from Surat. The length of the former is 3,242 feet, and of the latter 2,037 feet. The first section is now in progress. A sum of Rs. 305 was expended during the year, against the sanctioned estimate of Rs. 5,151.

204. *Road from Ankleshvar to Hánsot (Local.)*—Improvements have been completed, at a total cost of Rs. 2,834. The surface of the road has been raised in the 3rd mile to 1 foot above the highest flood level of the Amla Khádi; the old metalling was removed and re-laid with an additional 3 inches of meta.

205. *Dhádhar River Bridge (Local).*—The iron bridge over the Dhádhar River, on the Broach-Jambusar Road, in the Broach Collectorate, described in the previous year's report, was completed at a total cost of R 1,43,230, of which Rs. 2,004 were expended during the year.

206. **Tha'na District.**—*Dáhánu and Jawhár Road.*—The road is 26 miles long, and the earthwork, muramming and culverts and drains, were completed in 1886-87, and the road opened to traffic. Metalling has been going on since then, and some additional culverts and drains have been made in order to improve the gradient, and the work is now complete, except about 5 miles of metalling. The road is a part of a proposed road from Dáhánu to Jáwhár, and the section to Jawhár has been carried out by the authorities of that State. Eventually the line may be extended to Trimbak, in the Násik Collectorate. Rs. 12,690 were expended during the year, and the total expenditure amounts to Rs. 2,09,519.

207. *Váda and Shirghat Road,*—This road is a part of the route from Máhim and the Pálghar Station, on the Bombay, Baroda, and Central India Railway, to the Shirghat on the Násik frontier. The first 34 miles to Váda is a Local Fund road, of which 21 miles are complete, 8 miles ready for metalling, and the balance in progress, while the last 30¼ miles of the route, which is the length between Váda and Shirghat, is a Provincial work. On the Váda-Shirghat section the whole of the road has been completed, and two extra bridges, one of 7 spans of 20 feet, and the other of 5 spans of 15 feet, have been constructed, and only a small sum for land compensation partly remains to be paid. The road has been fully described in previous reports, and is mainly intended to open up Government forests, but it is hoped it may hereafter be joined with the G. I. P. Railway at or near the Ghoti Station. The sanctioned estimate for the Local Board section of this route, between Pálghar and Váda, amounted to Rs. 99,379, and the total expenditure has been Rs. 57,949, of which Rs. 14,057 were expended during the year. For the Provincial section, Váda to Shrighat, the sanctioned estimate amounted to Rs. 1,73,430, of which Rs. 43,007 were expended during the year, the total expenditure being Rs. 1,73,047.

208. *Metalling the 2nd section of the road from Bhiwndi to Váda (Local).*—Out of 13½ miles, 9 miles are completed. Rs. 4,500 were expended during the year, and Rs. 10,440 from the commencement of the work. The sanctioned estimate amounts to Rs. 16,139.

209. *Bridge across the Nála at Khálápur (Local).*—This bridge, described in last year's report, has been completed during the year, at a total cost of Rs. 2,794, of which Rs. 808 were expended during the year.

210. *Bridge across the Waldhun River (Local).*—This bridge is on the Kalyán-Málsej Ghát Road, and consists of 4 centre openings of 20 feet each, and abutment arches of 10 and 15 feet at each end, thus giving a total waterway of 130 running feet. The height of the roadway will be 26 feet 6 inches above the lowest point of bed. The piers, abutments and all other masonry work is of stone and lime, but the arches are of concrete. The four end arches have been constructed, and the others are being taken in hand. The bridge will meet a long felt want. The expenditure to the end of the year was Rs. 7,901, of which Rs. 7,899 were spent during the year, while the sanctioned estimate amounts to Rs. 11,894.

211. *Bridge across the Powda Creek (Local).*—Rs. 2,958 were spent on iron railing to this bridge during the year.

212. *Bridge across the Gorái Creek between Máhim and Kelve (Local).*—This bridge was described in last year's report, and has been completed during the year at a total cost of Rs. 5,740, of which Rs. 404 were expended during the year.

213. **Poona District.**—*Dápuri Bridge.*—With a view to ascertain whether the foundations of the existing bridge are in sufficiently good order to be utilized in the construction of the proposed new bridge, the work of examining the foundations has been in hand since January last, and will be completed by the end of May 1892. The amount of estimate is Rs. 7,578, and the total expenditure has been Rs. 3,677.

214. *Katraj Tunnel, on Poona-Satara Road.*—This work was fully described in the last year's report. The minor items, which remained to be done, have been completed during the year, at a total outlay of Rs. 2,498.

215. **Ahmednagar District.**—*Ahmednagar-Paithan Road.*—Metal has been collected in miles Nos. 1 to 7, 9 to 11, 16, 17, 25, 30, 33 to 36, 38 to 41, 43, 51 and 52, amounting to cubic feet 257,831. The work has been completed at a total expenditure of Rs. 53,005, against an estimate of Rs. 53,112.

216. *Improving and metalling Násik-Trimbak Road (Local).*—The work consists of metalling the road surface from miles 10 to 17 inclusive, of which miles 10, 11 and a portion of 12 have been completed during the year. Materials were also collected, to the extent of Rs. 2,000, before March last, and the balance will be collected before the ensuing rains. The work is in progress, and will be finished by the end of the next year. The amount of the estimate is Rs. 18,110, from which Rs. 5,386 have been expended.

217. **Kha'ndesh District.**—*Metalling Bombay-Agra Road north of the River Tápti.*—Owing to scarcity of labour, and the great prevalence of sickness during the year amongst all classes, only Rs. 4,662 were expended on this work. One mile (84) was metalled, and material for the remaining 2 miles was being collected, while the consolidation of such other parts as were not perfectly done in the previous year was also undertaken. The expenditure to date on this work, which should be completed next year, is Rs. 50,608.

218. *Owádi Nála Bridge.*—Sanction was received during the year for the construction of a new bridge of 3 arches, 25 feet span each, over the Owádi Nála, on the 25th mile (from Manmád) of the Bombay-Agra Road, to which reference was made in last year's report. A commencement was made, towards the end of August 1891, with the necessary excavation for the training of the nála, and with the demolition of the old structure. At the close of the year the foundations of the abutments and wings of the new bridge, on the Málegaon side, and of one of the piers, were filled in to within a foot of the level of the pavement, while that for the other pier was in progress, and the foundation pits for the Dhulia abutment and wings were being excavated. Considerable trouble has been experienced in the foundation pits, owing to the strong stream of water, to keep down which continuous pumping, night and day, has been necessary. The estimated cost of the work is Rs. 16,515, and the total expenditure has been Rs. 6,822.

219. *Dhulia-Chálisgaon Road.*—The metalling has been completed at a total cost of Rs. 47,308, a saving of Rs. 6,459 on the estimate. The year's expenditure was Rs. 4,539.

220. *Metalling Shirpur Branch Road (Local).*—This work, which was described in the last report, was completed during the year, at a total cost of Rs. 3,658, as far as the portions lying outside the municipal limits of Shirpur are concerned. The Municipality declined to contribute towards the improvement of their portion, but undertook to carry it out themselves, and the full amount of the estimate (Rs. 4,429) was accordingly not required.

221. **Belgaum District.**—*Road from Belgaum to Linganmat (Provincial).*—The metalling of the portion of this road between Khánápur and Nandgad, in progress in the previous year, was completed at a cost of Rs. 14,509, against the estimate of Rs. 17,965.

222. **Dha'rwa'r District**—*Road from Hubli to Sangtikop.*—The new bridge, in place of culvert No. 89, described in the last year's report, was completed during the year, at a cost of Rs. 3,855, against the sanctioned estimate of Rs. 3,881.

2.—Raised, Bridged and Unmetalled Roads.

223. **Tha'na District.**—*Forest Road through Medwan and Nanivli Khinds.*—Earthwork of the portions in the Khinds has been completed, and four wooden-topped culverts have been constructed, and the work is well in hand. The roads are intended to make forest traffic practicable through certain passes. The estimated cost is Rs. 6,821 and Rs. 5,465, and the outlay has been Rs. 2,000 and Rs. 999, respectively.

224. *Road from Kalyán to Dhysar (Local).*—This road is 9 miles long, and will connect Kalyán by road with Panvel on the south, and Thána on the east, and joins the Thána and Panvel Road at 8¼ miles from Thána. It will also open the country along the route, as the creek at Dhasai, which is to be bridged, is a great obstruction to traffic. Six miles have been completed and opened to traffic, and earthwork and drains have been finished for the remaining three miles. A total expenditure of Rs. 15,364 was incurred, including Rs. 5,947 spent during the year, against a total sanctioned estimate of Rs. 41,911.

225. *Roads from Bhynder to Utan, Kulva to Beláp ur, Málád to Merva, and Borivli to Gorái (Local).*—On the Bhynder and Utan Road four miles have been completed and opened to traffic, and the earthwork is ready for one other mile, but work is stopped for want of funds, which, it is hoped, the Local Board will shortly provide. The Kulva and Beláp ur Road is completed for 7¼ miles, and opened to traffic. The Málád and Merva Road, 3¾ miles in length, is also finished: it has one bridge of 2 spans of 20 feet each, with roadway on rolled iron-beams, and one wooden-topped culvert of 1 span of 10 feet. About one mile of the road is exposed to the waves of the Málád and Merva Creeks, and rough stone pitching has been provided on the windward side. On the Borivli to Gorái Road one drain of 3 openings of 3 feet each, was constructed during the year, and parts metalled. The road was opened to traffic in 1890-91, but is still unfinished, and awaits the provision of funds by the Local Board concerned. The total outlay on the four roads has been Rs. 16,317, Rs. 13,757, Rs. 20,085, and Rs. 12,044, respectively.

226. **Surat and Broach District.**—*A bridge over the Morwáni Nála on the Poona-Saroli Road,* in the Sachin State, is in progress. The bridge consists of 3 spans, each 15 feet. The roadway over the bridge is to be 12 feet clear, and consists of teakwood planking, carried on rolled iron girders, supported on masonry piers and abutments. The foundations and superstructure of abutments and piers have been completed. The work was suspended for want of girders, which were not received from the Director-General of Stores. The sanctioned estimate amounts to Rs. 3,382, of which Rs. 1,258 were expended during the year.

227. **Shola'pur District.**—*Akalkot to Hannur Road, in the Akalkot State.*—This road is 10·38 miles in length, and was improved to the following extent: the embankments and all cuttings in earth and muram, &c., have been completed; the whole of the muram has been spread; level crossings, 21 in number, of an aggregate length of 2,382 feet, have been constructed, also 17 slab drains have been completed; all other items, such as kerbing, pitching to embankments, &c., have been completed, except rolling, which will be completed during the coming monsoon. The amount of estimate is Rs. 39,491; and the total expenditure has been Rs. 26,546.

228. *Sángvi-Wágdári road, in the Akalkot State.*—This road is 8·175 miles in length. The embankment has been nearly finished, and several cuttings in earth, muram, &c., have been completed. Muram has been collected, and level crossings, 11 in number, and 5 slab drains, have been constructed. The amount of the estimate is Rs. 26,658, and the total expenditure has been Rs. 13,818.

229. **Poona District.**—*Bridge over the Sud Nála (Local).*—This bridge, in mile No. 8 of the Wadgaon-Shikrápur Road, of 5 segmental openings of 30 feet span, with a roadway of 18 feet clear width, was commenced in January 1892. The foundations and part of the masonry work of piers, have been executed during the year. The bridge will be ready for use in 1892-93. The amount of the estimate is Rs. 23,098, and the total expenditure has been Rs. 4,497. A contribution of Rs. 12,000 from Provincial Funds was sanctioned and paid during the year.

230. *Bridge across the river Bháma.*—This bridge is situated near Wáki, on the 22nd mile of the Poona-Násik Road, and consists of 5 openings of 40 feet span, and a roadway 20 feet in clear width. It was commenced during the year, and the masonry work of the piers finished up to springing line. The bridge will be ready for traffic during the next year. The estimated cost is Rs. 49,832; and the expenditure has been Rs. 23,988.

231. **Ahmednagar District.**—*Road from Randha to Samrad.*—The length of this road (formerly called the road from Randha to Ghátghar) is nearly nine miles; it passes by the villages of Guhira and Bhandardára, and goes nearly parallel to the river Prawra. The work of widening the road from 14 to 16 feet is partially completed. One masonry road dam on the Shiptáwádi Nála was completed, but during the last heavy rains it was washed away; one masonry slab drain of three feet span is completed, and one of two spans was commenced and half built. The work is in progress. The amount of the sanctioned estimate is Rs. 37,914; and the total expenditure has been Rs. 15,414.

232. *Road from Jámgaon to Kotul.*—The length of this road is nearly 10 miles, and passes over the Paibái Ghát and through hilly portions of the country, and it crosses the Mula River near Kotul, having a masonry dam built on the down stream side of the river. The widening of the road from 14 to 16 feet was in progress during the year; the road is open to traffic, and a portion of it is murammed, wherever it is in black soil. Compensation for the land taken up has been paid. The work is in progress. The amount of the sanctioned estimate is Rs. 22,714; and the total expenditure has been Rs. 16,556.

233. *Road from Nevása to Shevgaon (Local.)*—The work done during the year extends three miles from Shevgaon, and consists of embankment and cutting, collection of muram to the extent of 1,31,327 cubic feet, and sand 6,491 cubic feet. Over one mile from the Nevása side a layer of muram has been spread to a width of 12 feet of the road, and properly consolidated. In another mile from the Nevása side the unfinished work of embankment and cutting has been completed. The work is in progress. The sanctioned estimate is Rs. 43,482, and the total expenditure has been Rs. 8,169.

234. *Road from Tisgaon to Páthardi (Local).*—The work done during the year consisted of one slab drain of 3 openings, each of 3 feet span, and embankment of muram and earth completed; soft muram supplied and spread over the drain; side-slopes filled in with earth; filling in with rough dry stone boulder work for road dam crossing, as far as funds allowed. Sand was collected and spread. The amount of the estimate is Rs. 31,694, and the total expenditure has been Rs. 24,595.

235. *Supa-Pimpalgaon-Depa Road (Local).*—The road has been improved in miles Nos. 33 to 36 and 40 to 42, by excavating gutters, two feet at bottom, and four feet at top, and utilizing the soil for filling in ruts and making up the bank. Embankment has been made below the Mándwi Ghát in miles Nos. 31 to 33 and 35 and 40, and catch-water drains have been excavated. The work has been completed. The total expenditure has been Rs. 1,179.

236. *Shrigonda-Kashti Road (Local).*—The length of this road is 8 miles. The 4 miles from the Shrigonda side have been improved; side-gutters, 4 feet wide at top, 2 feet wide at bottom, and 2 feet deep, have been excavated, and the material has been used in filling in deep ruts and giving proper section to the road; over this a coating of hard muram, 2″ deep, and 12 feet top width, has been spread. The work is completed. The expenditure has been Rs. 1,665.

237. **Na'sik District.**—*Road from Hastáh to Barhe.*—This is a ghát road, to the north of the Peint Táluka, and work has been in progress 7 years; although not completed, the road was used for a short time in March. Two slab drains and 6 dry stone dips on drainage crossings were built, and widening carried out in places. The amount of the estimate is Rs. 25,510; and the expenditure during the year Rs. 2,794.

238. **Kha'ndesh District.**—*Road from Vával to the Tápti.*—This road was reported in the last report as completed, but some work still remained, which was carried out during the year, in which the road has been finally completed at a total cost of Rs. 74,277.

239. *Road from Dondaicha to Sháháda (Local).*—The road has been in active progress to the north of the Tápti River, while the section to the south of the river was completed, including the Tápti approach. On the north side the heavy cutting at the approach was nearly

finished, 5 culverts and 2 road dams were completed, 2 more road dams were in progress, and 2 still remain to be taken in hand. Muram ballast was spread for 7 out of the 9 miles, and 2½ miles were opened for traffic. The revised estimate has not yet been sanctioned, and the large work at the Bhendwa Nala has not yet commenced. With the exception of the gap thus caused, however, it is hoped that, by the end of the ensuing monsoon, the whole length will be open for traffic. The year's expenditure was Rs. 13,627, and the total to date Rs. 1,00,517. But for the large falling off in labour during the cotton and wheat harvest, still better progress would have been made.

240. *Road from Dhulia to Amalner (Local).*—The first section of this road was finally completed, the total cost being Rs. 35,099, of which the year's expenditure was only Rs. 418 for some small items which still remained incomplete. On the 2nd and 3rd sections, Rs. 12,440 were expended, making the total to date Rs. 29,037, out of the estimated amount of Rs. 52,955, so that rather more than half of the work has now been done. Embankment is nearly all complete, and the cuttings are approaching that stage; 5 masonry-works were finished, 4 others in progress, and materials have been mostly collected for the remainder. The muram surfacing of the second section, and the first 2 miles of the third section, was in progress, and 4 or 5 miles will, it is hoped, be consolidated and opened for traffic by the close of the approaching monsoon. Progress on this road has been greatly retarded by the scarcity of labour; no local labour is obtainable, and it is found most difficult to keep gangs from elsewhere on the work, though men have been brought from Pimpalner and from the Násik District. It is hoped that as the work approaches the town of Amalner, this difficulty will be less acutely felt.

241. *Junction road at Bhadgaon (Local).*—This short piece of road, a little over a mile in length, is designed to form a link between the existing Páchora-Bhadgaon and Bhadgaon-Talwada roads, thus enabling through traffic to pass without dragging through the long stretch of deep sand in the main and minor beds of the Girna river, between which the town of Bhadgaon is situated. Of the estimated cost Rs. (6,147) only Rs. 1,026 were spent during the year, owing to non-acquisition of the land required.

242. *Cross road at Erandol (Local).*—The town of Erandol is situated at an angle formed by the Dhulia-Mhasvad and Erandol-Dharangaon roads, and traffic between Dhulia and Dharangaon was obliged either to go some two miles out of the way to the junction of these roads, or to thread the narrow, tortuous streets of Erandol. The new road, 1⅛ miles long, will form a short cut between the two roads, and obviate both of the above difficulties. Rs. 4,651 were expended out of the estimated amount of Rs. 5,652, and but little beyond the spreading and consolidating of the surfacing remained to be done.

243. *Dhulia-Mhasvad Road (Local).*—The metalled portion has been completed at a total cost of Rs. 7,546, of which Rs. 1,587 were spent during the year.

244. *Songir-Nandurbar Road (Local).*—The improvements to this road, consisting of three separate works, two of which were referred to in last year's report, were completed at a cost of Rs. 2,504, of which Rs. 2,353 were spent during the year.

245. *Bhadgaon-Talwada Road (Local).*—Improvements were commenced to this road, which was constructed originally by the Civil Department, and is faulty in many respects. The improvements now in hand consist in reducing the excessive gradient of a small length of ghát near Talwada, and providing efficiently for the drainage in that mile. Of an estimate amounting to Rs. 4,504, only Rs. 1,272 were expended, as it was not found possible to start with the work until rather late in the season. A project for further necessary improvements to other parts of the road is in hand.

246. *Jakriabari-ghat Road.*—The construction of this ghát road, leading from the high lands of Pimpalner into the Dangs, and forming the first section of the main route through the Dangs to Waghai, on the Gujarát frontier, was sanctioned only on the 4th March, and consequently, preliminary arrangements only were in progress during the period remaining to the end of the year. The estimate for the work amounts to Rs. 32,702 for the 2⅗ miles. The isolated position of the work, situated as it is in the forest, 5 miles from a weekly bazár village, with no water within two miles, with malaria rife in the cold season, and at no time absent, justifies the expectation that it will be a very difficult matter to carry it out, and that progress will be slow, especially as no work is possible during the monsoon season.

247. **Belgaum District.**—*Road from Nipáni to Mahálingpur (Provincial).*—The first, second and third sections of this road have been completed; masonry works were in progress in the fourth section. The sanctioned estimate amounts to Rs. 3,58,405, and the total outlay to the close of the year, to Rs. 2,83,996.

248. *Road from Gokák to Navalgund, 45 miles (Provincial).*—This road was in progress; the expenditure in the year being Rs. 32,683, and the total expenditure to the end of 1891-92 amounted to Rs. 3,53,980, against the revised estimate of Rs. 4,05,165.

249. *Road to the Ferry Boat at Gurlhosur (Local).*—This work was completed during the year at a total expenditure of Rs. 6,240, against the estimate of Rs. 6,547.

250. *Road from Sankeshwar to Hukeri, 8 miles (Local).*—This road, described in the last report, was in progress; the masonry works have been completed, the surface

improved, and road-metal collected for spreading next rains. The total outlay to the close of the year amounted to Rs. 15,408, against the estimate of Rs. 19,969.

251. *Road from Manoli to Saundatti, 6¼ miles (Local).*—The improvement of this road was in progress, the total expenditure to the end of the year being Rs. 25,115, against the estimate of Rs. 31,489.

252. *Road from Saundatti to Dhárwár, 11½ miles (Local).*—All the earth-work and all the causeways are completed, excepting the central portion of the large Hongal Nála. Muram has been laid down in 5 miles of the road. The road is a Railway feeder linking Saundatti with Dhárwár. The total expenditure to the end of the year amounted to Rs. 22,599, against the estimate of Rs. 47,882.

253. *Road from Bágevádi to Bail Hongal, 15½ miles (Local).*—This road has practically been completed, and when the muram collected in miles 2, 3, 4 and 12 has been spread and rolled, the road will be finally completed. The outlay to the end of the year was Rs. 85,344, against the estimate of Rs. 86,988.

254. **Dha'rwa'r District.**—*Road from Pála to Bádámi, portion between Gadag and Kotumachgi, 14 miles (Local).*—The improvements to this portion were completed during the year to the extent of the sanctioned estimate. There is much room still for improvement, but the work done so far is all good, consisting of laying a muram surface and making up the nála crossings with proper approaches and metalled roadway. The total expenditure amounted to Rs. 18,085, against the estimate of Rs. 19,766.

255. **Ka'nara District.**—*Road from Mysore Frontier near Talguppa to Gersapa in Kánara (Provincial).*—The improvement of this road consists in metalling a great portion of the road, in all 15 miles in length, and is estimated to cost Rs. 37,507. The outlay during the year amounted to Rs. 11,984.

256. *Road from Ankola to Madras Frontier (Local).*—The re-construction of the Belse Bridge on this road, estimated to cost Rs. 5,100, was put in hand during the year, but no work, beyond the collection of materials, was done, as the nála did not run dry till the end of March 1892. The outlay of the year was Rs. 3,323.

257. *South Kánara Frontier road (Local).*—A timber-topped bridge, of one span of 40 feet, in place of the old laterite stone arched bridge, washed away by the floods in 1890, was commenced during the year. The outlay incurred in the collection of materials was Rs. 1,994, against the estimate of Rs. 3,457.

258. *Road from Honávar to Bhatkal (Local).*—The small bridge across the Bhastináka Nála, on this road, commenced last year, was completed at a cost of Rs. 2,451, against the estimate of Rs. 2,631.

259. **Ratna'giri District.**—*Road from Chiplun to Guhágar, 27 miles (Local).*—This road was in progress, the expenditure to the end of the year being Rs. 12,127, against the estimate of Rs. 20,606.

260. **Sa'ta'ra District.**—*Feeder Road from Tásgaon to the Railway at A'shta Road Station of the Southern Mahratta Railway, 6 miles (Local).*—This road, in progress last year, was completed during the year at a total outlay of Rs. 21,507, against the estimate of Rs. 21,697.

261. *Road from Sátára to Parli, 6 miles (Local).*—The existing road was improved by the construction of slab drains wherever required, and the whole length metalled and well rolled, at a cost of Rs. 3,303, against the estimate of Rs. 3,555.

262. *Shirgaon Ghát road (Local).*—The work of widening and protecting this road, in progress last year, was completed during the year, at a cost of Rs. 7,160.

263. **Bijapur District.**—*Road from Kerur to Katgeri, 9 miles (Local).*—This road was put in hand during the year as a famine relief work, Rs. 2,279 having been spent against the estimate of Rs. 30,963.

264. *Road from Bijápur to Shindgi, 35 miles (Local).*—Improvements to the existing line of the road were put in hand also as a famine relief work, the expenditure during the year being Rs. 7,308, met from a grant from Provincial Funds, against the estimate of Rs. 2,14,546.

265. *Road from Huvin-Hippargi to Telgi, 19½ miles (Local).*—This road was lined out, and preliminary arrangements were made to be ready to commence it as a relief work in case of necessity. The expenditure was Rs. 1,252, against the estimate of Rs. 82,328.

266. *Road from Hungund to Ilkal, 8 miles (Local).*—This road was in progress during the year, the total outlay to end of 1891-92 being Rs. 17,776, against the estimate of Rs. 26,228.

267. **Kara'chi Canals Distirct.**—An improvement of the direct *track from Karáchi to Pirmangho* (a place of public resort on account of its sulphur springs), over the Averangih Pass, was commenced and completed during the year, at a cost of Rs. 4,802, from Local Funds. The work consisted of making four cuttings through somewhat soft rock, the building of a

bridge, of 2 spans of 15 feet each, over a rain channel, and 2 smaller culverts, the improving and paving the bed of the Averanghi Nála, and marking out and improving the track generally. The length of the new road is 10 miles.

268. **Fuleli Canals District.**—*A bridge over the Pirwah, on the road from Tando Mahomed Khán to Matli*, was constructed; it is entirely of brick-work, and consists of a single arch of 25 feet span, and 5 feet rise. The cost has been Rs. 2,578, from Local Funds.

269. **Hyderabad Canals District.**—*A bridge over the Nasirwah, on the Nasarpur and Tando Jam road*, to cost Rs. 6,805, was commenced during the year from Local Funds. It is to be an iron girder bridge of 1 span of 34 feet. Owing to unavoidable circumstances little progress was made, and only Rs. 203, out of an allotment for the year of Rs. 3,000, were expended.

270. Several other bridges of an ordinary nature were built in this district during the year, and require no special mention.

271. **Eastern Na'ra District.**—In conjunction with the throwing back of the spoil banks of the Mithrao Canal, the widening of that on the right bank to 10 feet was also undertaken on behalf of the Thar and Párkar Local Board, so that it may be used as a road.

272. A similar road along the left bank of the Thar Canal, from its mouth to the point where the Umarkot Branch takes off, and thence along the right bank of that branch to Umarkot, a length of 16 miles in all, was nearly completed at an expenditure of Rs. 2,120.

273. **Western Na'ra District.**—*The bridge over the Arthurwah, on the Lárkhána and Badra road*, commenced last year, was completed during the year, at a total cost of Rs. 2,149. It consists of two openings, each 10 feet, foundation 3 feet deep, width of roadway 16 feet.

274. *Bridge over the Western Nára at Dokri (Local).*—The estimate for this work is Rs. 18,448. Only materials were collected during the past year; and during the year foundations on wells were put in, all arches have been turned and were ready to pass water through. It consists of five 30′ openings, and the abutments and piers rest on wells sunk 10 feet below the bed of the Nára. It is of a sufficient height to pass boats at high flood. Expenditure of the year Rs. 7,981.

275. *Bridge over the Arthurwah, on the Lárkhána and Nasirabad road (Local).*—Only materials were collected to the extent of Rs. 1,345.

276. **Gha'r Canals District.**—*The bridge over the Kadawah on the Naodero and Ratodero road*, was completed during the year, at a cost of Rs. 3,386 from Local Funds. It consists of one arch of 22 feet span, with abutments 9 feet high, and roadway of 16 feet.

277. *Bridge over Nasrat, on the Lárkhána and Shikárpur road (Local).*—This bridge consists of one span of 25 feet, with abutments 10 feet high, and a clear width of roadway of 16 feet. It was completed at a cost of Rs. 3,766.

278. **Shika'rpur Canals District.**—*A bridge over the Chittiwah, on the road from Jafrabad to Abad Mehlani*, was completed during the year at a cost of Rs. 3,937, and another *bridge over the Maharowah*, on the road to Mathelo, was in progress and Rs. 3,610 expended. The former has 25 feet span, 10 feet height of springing, with 15 feet roadway between the parapets; the whole work is of burnt brick and lime. The latter consists of one arch, 25 feet span, and 14 feet height of springing; the roadway is 12 feet wide.

279. **Bega'ri Canals District.**—In the Begári Canals District several bridges, ranging in cost from Rs. 2,276 to Rs. 202, were constructed or in progress during the year from Local Funds, and require no special mention.

3.—DISTRICT ROADS NOT RAISED.

280. **Poona District.**—*The Bullock track from Bhorgiri to Bhimáshankar* was improved, chiefly with the object of facilitating the access of pilgrims to Bhimáshankar, at a cost of Rs. 2,674.

281. *Road from Ghoda to Ambegaon.*—This work, described in the report for 1888-89, is still in progress. The first nine miles have been completed up to end of the year. The amount of the estimate is Rs. 55,483, and the total expenditure has been Rs. 49,719.

4.—SURVEYS.

282. **Kha'ndesh District.**—The only survey in progress during the year was that for the Dangs road. On the completion of that for the first section of this road (the Jakriabari-ghat) the preparation of plans and estimate for the work was at once commenced, and the project received sanction before the close of the year. The next most important portion of the route, *viz.*, the Dhurrághát, was then taken up, and the survey for a new line of road over this obstacle was commenced, as it was found quite impossible to do anything with the existing track. The work on this ghát promises to be much more expensive and difficult than that at the Jakriabári. The following projects were approved during the year:—

Tápti approaches on the Dharangaon-Chopda Road.
Road from Bhusával to Sakegaon (1st section of the Bhusával-Jalgaon Road).
Improvements to the Neri-Jámner Road.

While that for the Neri-Ajúnta road was revised and re-submitted for approval.

Projects for the following roads were under preparation :—

Nandurbár to Taloda.
Amalner to river Tápti.
Bhusával to Jalgaon (2nd and 3rd sections).

The surveys for roads from Páchora to Ajunta, and from Jalgaon to Shetgaon, have been suspended, and virtually abandoned.

283. **Bijapur District.**—Surveys of the following roads were undertaken during the year and are still in progress, with a view to their being ready as famine relief projects in case of necessity :—

Name of Road.	Amount of Survey Estimate.	Expenditure to end of 1891-92.
	Rs.	Rs.
(1) Road from Shindgi to Indi *vid* Almel ...	529	188
(2) Road from Horti to Nimbal	261	217
(3) Road from Devar-Hippargi to Tálikot ...	748	29
(4) Road from Huvin-Hippargi to Tálikot ...	531	36
(5) Portion of Almel-Pandharpur road lying between Indi and Shirdhon. ...	748	159

5.—BOAT-BRIDGES AND FERRIES.

284. **Belgaum District.**—A flying ferry, with wire rope and timber standards, fixed in masonry blocks, has been erected over the Malprabha River at Gurlhosur, and approach roads constructed. A double ferry boat was built, and the flying ferry, as a whole, completed at a total cost of Rs. 4,563, from Local Funds.

6.—ACCOMMODATION FOR TRAVELLERS.

285. **Kaira and Panch Mahals District.**—A Dharmashála, having quarters for officers, at Gothda, in the Pándu Mewás, was completed and handed over; while that at Vajiria, in the Sankheda Mewas, was nearly finished. The outlay has been Rs. 7,077 and Rs. 5,212, respectively.

286. **Kara'chi Canals District.**—A Musáfarkhána was built at Jhimpir, on the North-Western Railway, between Karáchi and Kotri, at a cost of Rs. 2,038, from Local Funds. It is built of stone and lime masonry, with a single-tiled roof and paka teak doors and windows.

287. **Hyderabad Buildings District.**—Additions and alterations to the Travellers' Bungalow at Hyderabad were commenced during the year, and all items, save colour-washing and painting, and renewing doors and windows, were completed. The expenditure has been Rs. 4,026, against the estimate of Rs. 5,069.

288. **Eastern Na'ra District.**—A Dharmashála at Shádi-Páli, on the Hyderabad-Umarkot Railway, was completed during the year, at a cost of Rs. 2,147.

289. **Gha'r Canals District.**—A Staging Bungalow at Kambar, which provides the usual accommodation, was completed during the year, at a cost of Rs. 3,014.

7.—ARBORICULTURE.

290. Young trees, previously planted, were maintained, and nurseries were also established in different places. Nearly 1,000 trees were planted on the Bombay-Agra Road, of which 454 were living on the 31st March ; while of 219 trees planted on the Váda and Shirghat Road, very few remain, but certain mistakes in regard to the tree-planting on this road will be guarded against in future, and it is hoped that better results may be obtained.

Thána District.

291. The road-side trees of the following three roads have been maintained from Provincial grants :—

Surat and Broach District.

1. Cantonment Roads at Surat.
2. Road from Párdi to Chival.
3. Road from Daman to Vapi.

292. Young trees have been maintained on the Kapadvanj-Bibipara Road, cactus fencing round the same being kept in good order, and trees kept free from weeds. Expenditure incurred was met from the grant for the road.

Kaira and Panch Mahals District.

293. For the Local Fund Roads in the Kaira District nurseries for young trees have been maintained at Kaira, Vásna, and Nadiád, and contain a fair number of young seedlings for planting out during the next monsoon. Trees planted out during the last monsoon are doing well in most cases, though a proportion have died from various causes. Cactus fenc-

ing round young trees have been kept in order on all roads, while bábuls, which, in many cases, were obstructing the growth of trees of a more suitable class, have been cut down on many of the Kaira roads. Young trees are broken and destroyed by monkeys. No special grant is made for maintaining trees, the cost being met from the allotment for current repairs to the roads. Road-side trees in the Panch Maháls are maintained by the Civil Department.

Ahmedabad.

294. Road-side trees have been planted and watered on the following roads :—

Modása-Bibipara Road.
Dhansura-Hursol Road.
Ahmedabad-Hursol Road.
Extra Municipal Road.
Foot of overbridge approach near Kalupur Gate to Camp Ahmedabad Road.

Sholápur District.

295. Four hundred young trees from the nursery at Temburni have been transplanted on the Poona-Hyderabad Road, in miles Nos. 96, 97 and 98, at a cost of Rs. 390. Trees on the undermentioned roads were preserved, and fences for them repaired and provided where necessary, at a total outlay of Rs. 567 :—

	No. of Trees.
Poona-Hyderabad Road, Section I	2,721
Ditto Do. II...	1,226
Ditto Do. III...	1,414
Cantonment roads at Sholápur	328
Bársi Station to Bársi Town Road	10,197
Bársi-Yedsi Road	1,549
Kuslumb-Yermalla Road.	141
Yedsi-Tadwala Road	1,432
Sholápur-Tákli road	8,142

Nurseries have been maintained at Temburni, Shetfal, Sholápur, Bársi Road and Bársi Town, at a total expenditure of Rs. 342.

Poona District.

296. New trees have been planted along the sides of the Bombay Road from mile Nos. 6 to 12 ; and 200 young trees from the nursery at Indápur have been transplanted on the Sholápur road, in mile Nos. 83 to 86, during the year. The expenditure has been Rs. 775.

Ahmednagar District.

297. An expenditure of Rs. 40 has been incurred on maintenance, &c., of the road-side trees along the Ahmednagar-Sirur Road.

An expenditure of Rs. 297 has been also incurred on maintenance, &c., of the road-side trees along the Ahmednagar-Paithan Road ; also Rs. 115 and Rs. 187 on the Násik-Poona and Násik-Málegaon roads, respectively.

Khándesh District.

298. The trees along the lines of Provincial Roads were maintained during the year. The fencing of young trees was attended to, and measures taken in many places to stop the ravages of white ants. The only nursery for young seedlings, which was handed over to this Department by the Revenue Department, was one at Nardhana, on the Bombay-Agra Road ; all other existing nurseries, being held to be mainly for the Local Fund roads, were retained by the Civil Department. It was accordingly necessary to establish such nurseries at selected places, to rear seedlings for planting out in gaps caused by the cutting down of dead trees, &c. This has been done at the following places :—

	Dhulia-Chálisgaon Road.	
Mehunbara...	... ...	275 young trees.
	Bombay-Agra Road.	
Dhulia ...	... ...	181 trees.
	Dhulia-Surat Road.	
Dhulia as above Sákri ...	... ...	100 trees.

Ninety-four young trees were planted out from the Nardhana nursery in miles Nos. 76, 77, 78 and 79 of the Bombay-Agra Road, in places where gaps existed, but as the other nurseries are only recently established, there were no trees in them sufficiently large for planting out. A nursery is proposed to be established this year at Málegaon, for the Málegaon-Manmád Road and portion of the Bombay-Agra Road, and another at Arvi on the Bombay-Agra Road. As nearly all the trees on these roads are nimb trees of about the same age, and as the life of a nimb tree is believed not to exceed 50 years, it seems advisable to rear and plant out a greater variety and more long-lived trees, such as tamarind, jámbul, mango, &c. It is also proposed to put in cuttings, in places, of banians, pipul and other of the 'ficus' tribe, which grow readily in soils unsuited to other kinds. The total expenditure on road-side trees during the year was Rs. 845, distributed as follows :—

	Rs.
Bombay-Agra Road	500
Manmád-Málegaon Road	127
Dhulia-Chálisgaon	107
Dhulia-Surat Road	111
Total ...	845

Násik District.

299. The road-side trees planted, preserved and watered during the year were as follows :—

No.	Roads.	No. of Trees planted.		No. of Trees preserved and watered.	
		No.	Cost.	No.	Cost.
			Rs.		Rs.
1	Bombay-Agra Road, Pimpalgaon side	63	16	1,064	105
2	Do. Kassara side	173	19	1,273	121
3	Do. Pimpalgaon to foot of Ráhurbari ...	44	21	475	119
4	Nándgaon-Aurangabad Road	24	13	280	70
5	Mánmad-Kopargaon Road	...	5	515	129
6	Násik-Poona Road	...	...	1,500	260
7	Násik-Bulsár Road	...	...	800	68

Belgaum District.

300. In this district no new trees were planted. The sum of Rs. 529 was expended in watering and preserving road-side trees on the roads specified below :—

	Rs.
Mail Road from Bombay towards Madras, Poona to Harihar	460
Belgaum-Linganmath Road	30
Belgaum-Panchgaon-Kaládgi Road	39
Total ...	529

Dhárwár District.

301. In this district no new trees were planted. A sum of Rs. 3,700 was sanctioned for tree plantation, but too late in the season, and Rs. 3,034 had to be reported as saving ; the sum of Rs. 623 was spent in purchasing pots, &c., as detailed below :—

	Rs.
Poona-Harihar Road	403
Havanur-Samasgi Road	47
Hubli-Dambal Road	73
For Roads in Gadag Sub-division	100
Total ...	623

A sum of Rs. 1,513 (including that incurred in the Civil Department) was expended in maintaining and preserving the road-side trees on the several provincial roads as shown below :—

	Rs.
Poona-Harihar Road	618
Havanur-Samasgi ,, ...	299
Dhárwár-Tinai Ghát ,, ...	115
Hubli-Dambal ,, ...	211
Hubli-Sangtikop ,, ...	59
Dambal-Hesrur ,, ...	90
Hubli-Konnur ,, ...	62
Dhárwár Railway Station	8
Civil Department expenditure on Provincial Roads	51
Total ...	1,513

Kánara District.

302. In this district the expenditure incurred on preserving and watering road-side trees during the year was Rs. 280, and Rs. 211 were expended on 14 nurseries of 100 plants each.

Ratnágiri and Kolába Districts.

303. In these districts no new trees were planted during the year. The expenditure incurred is on account of fencing and watering existing trees as shown below :—

	Outlay. Rs.
Ratnágiri	1,315
Kolába...	795

Sátára District.

304. During the year under report the expenditure incurred on planting and maintaining road-side trees on the Provincial lines is as detailed below :—

	Rs.
Shirval-Várna Road—4 Nurseries—520 trees fenced and watered ...	328
Surat-Mahábleshvar Road—1 Nursery—200 trees fenced and watered ...	100
Karád-Kumbharli Ghát Road—2 Nurseries—200 trees fenced and watered...	150
Karád-Nagaz Road—1 Nursery—320 trees fenced and watered ...	130
Sátára-Shendra Road—80 trees fenced and watered	20

Bijápur District.

305. In this District the outlay on repairs to fencings of roadside trees during the year was Rs. 568, and on keeping up Nurseries Rs. 100.

III.—MISCELLANEOUS PUBLIC IMPROVEMENTS.

306. The outlay under this head was Rs. 5,26,236, sub-divided as follows:—

	Rs.
Original Works	... 4,10,408
Repairs	... 50,939
Establishment	... 54,745
Tools and Plant	... 10,144
Total	... 5,26,236

307. The works carried out during the year have been as follows:—

I.—TOWN BUILDINGS.

308. *Broach.*—The work of re-building the breach in the Broach City wall, described in last year's report, was completed, and an expenditure of Rs. 3,140 was incurred during the year, making a total of Rs. 11,076 from the commencement of the work.

3.—PAVING AND STREETS.

309. *Thána.*—A road to give access to building sites at Versáva, described in last year's report, was completed at a total cost of Rs. 7,715, of which Rs. 3,399 were expended during the year.

5.—WATER-SUPPLY.

310. *Broach.*—Surveys and enquiries for water and drainage schemes at Broach have been in progress, and a report in regard to water-supply has been submitted; Rs. 28 were expended during the year.

311. *Kaira District.*—Wells were constructed and commenced in various parts of the district, *viz.*, six in the Kapadvanj Táluka, and two in the Dohad Táluka, for the respective Local Boards; while one well was completed, and four commenced in the Wajiria State, the latter being of considerable depth. Work on a well in connection with the Dharmsháilla at Gothda, which had reached solid rock, was suspended, in order that a boring might be taken. A total expenditure of Rs. 8,797 was incurred during the year.

312. *Ahmedabad.*—The water works, described in former reports, have been practically finished this year, with the exception of the construction of the second high level tower, which the Municipality are anxious to defer. The inflow from the river having diminished very rapidly, owing to the lowness of the level, in consequence of unfavourable rainfall and absence of floods, it was found necessary, in order to obtain a sufficient supply, to sink two new wells, and this has been done with good results. An additional length of about ten miles of distribution pipes has also been laid. The total cost of the work carried out in the year has been Rs. 1,07,057, and from the commencement of the work Rs. 4,02,883, against a sanctioned estimate of Rs. 4,66,484.

313. *Khándesh District.*—The well at Ajnad, mentioned in the last report, has been in progress, but owing to labor difficulties, and the very isolated situation of the work, it is not in such a forward state as was expected. No labor of any kind could be obtained from October to January, and valuable time was thus lost. The excavation had reached 96 feet deep by 31st March, and material for about two-thirds of the masonry steining had been collected. The expenditure of the year amounted to Rs. 2,567, and to date Rs. 3,107.

314. A small commencement was made, towards the end of March, with the re-construction of the Babhla Tank (estimated amount Rs. 2,554), and with a well at Vikhran, for which an estimate, to replace the one prepared by the Local Fund Maistry, is under consideration. The repairs to the village tank at Zirwa, in the Sinkheda Táluka, were completed at a cost of Rs. 1,049, of which Rs. 974 were expended during the year.

315. *Dhulia Water-works: Dedárgoan Tank.*—These works were continued as vigorously as the scarcity of labor would allow. Those at present in progress are the dam and waste weir of the Dedargaon Storage Reservoir; on the former the work done during the year amounted to 637,477 cubic feet embankment, at a cost of Rs. 8,707; 29,034 cubic feet of stone pitching, costing Rs. 3,214; 12,164 cubic feet of excavating for puddle trench and 20,505 cubic feet filling the same, with expenditure of Rs. 552 and Rs. 384, respectively. Sand from the river-bed was cleared, and the bed filled in with good material to the extent of 121,493 cubic feet clearance (Rs. 1,332), and 442,377 cubic feet filling (Rs. 6,333). For the purpose of this clearance, and for the puddle trench, pumping had to be resorted to, and an expenditure of Rs. 1,230 was incurred for the working of the pulsometer and engine. On the cutting for the waste weir channel Rs. 3,310 were expended, for which sum 11,965 cubic feet of muram and rock were removed. Twenty new trucks were constructed for the tramway, at a cost of Rs. 2,323, and very efficient work was done by the latter at leads varying from 2,000 to 3,000 feet. Sanction to the employment of a gang

of 100 convicts on this work was given in December 1891, and immediate commencement was made with the construction of the necessary huts. By the end of March nearly the full number of convicts were at work on the dam, where they are of great assistance. The final design for the outlet was settled during the year, and a detailed survey for the line of supply main was carried out, and the estimate taken in hand. There still remain the details of the service reservoir and the town distribution to be settled, as for all these works lump sums only are provided in the sanctioned estimate. The total expenditure on the work to date amounts to Rs. 84,452, of which Rs. 31,724 represent the expenditure of the year. The revised estimate lately sanctioned amounts to Rs. 3,46,783 for works, and to Rs. 3,95,333 including establishment and tools and plant charges.

316. *Shirsi Bándhára, in the Akalkot State.*—This work was constructed in 1886-87: it consists of an uncoursed masonry weir, 19 feet in maximum height, and 233 feet in length, with ends stepped up and joined to the banks on either side, by flank embankment of a regulating sluice and of two scouring sluices. The flank embankments were washed away by a heavy flood, and it has been decided not to incur any expenditure in repairing them. The work has been handed over to the State. Rs. 216 were paid for material bought for the work before it was decided it as it is.

317. *Khándesh Irrigation.*—The following surveys on behalf of Municipalities were undertaken during the year :—

(*a*) Málegaon drainage and water-supply.
(*b*) Nandurbár water-supply.
(*c*) Chopda drainage.

318. *Nipáni Water-supply, Belgaum District.*—This is a Municipal work estimated to cost Rs. 8,956. As the plans and estimates were prepared some years ago, the project has been re-surveyed and revised; the work will be commenced after the monsoon of 1892.

319. *Wells in the Dhárwár District.*—A well at Haveri is being sunk; excavation at a depth of 40 feet has reached hard rock, which is found difficult to work. A pit is being sunk in the centre to ascertain whether water is near, as it apparently ought to be. The work is estimated to cost Rs. 2,842, the outlay to end of the year being Rs. 2,262.

320. *Janjira.*—The Victoria Jubilee Water Works at Janjira, which have been fully described in the last report, were completed during the year, with the exception of a few minor items, which were to have been finished by the end of April 1892. The total expenditure from commencement of the work has amounted to Rs. 68,062, against the estimate of Rs. 78,247. The works were opened, on the 6th April 1892, by His Excellency the Governor of Bombay, at the request of His Highness the Nawab Sáheb of Janjira.

321. *Improving the main from the Nachna Head Works dam to the Service Reservoir at Ratnágiri.*—It was found three years ago that, though the supply of water at the source was ample, the discharge obtained at the service reservoir was inadequate, and, therefore, certain remedial measures to remove the defect have been sanctioned. The work was commenced in March 1892 only, and the outlay of the year, Rs. 1,459, was confined to the purchase of iron work and collection of other materials.

322. *Wells in the Bijápur District.*—Measures for the improvement of the water-supply of this district were in progress during the year. Improvements to the wells at Budingal and at Kumbenchi were carried out at an outlay of Rs. 2,552. Wells at Hirehodler, Kudargund, Hadalgeri, Karagum, Gudalkar, Sulikery, Benkatti, Dangal and Ukli, at an aggregate estimated cost of Rs. 13,235, were in progress during the year. On improvements to the Sonár Bávdi at Bijápur, estimated to cost Rs. 3,401, an outlay of Rs. 1,003 was incurred during the year, on clearance of silt, and on purchase of materials for the masonry work of the well.

323. *Hubli Water Works.*—These works were commenced during the year, and an expenditure of Rs. 1,59,309 incurred up to the close of the year.

The storage reservoir of this project will be formed by an earthen dam across the Kal-halla nala, and will have an available storage of 94·638 million cubic feet, which will supply the town for two years. The dam will be 3,667 feet long, and its maximum height will be 51·23 feet at the nala crossing; the down-stream slope is protected from erosion by the waste weir, by a masonry toe wall, 311 feet long, and 15 feet high; its side slopes will be 3 to 1 on the up-stream, and 2 to 1 on the down-stream side; its top will be 8 feet wide, and will be 6 feet above H. F. L.; and its cubic contents will be 79·87 lákhs of cubic feet of earthwork. The waste weir will be 240 feet long, in excavation throughout, and the calculated H. F. discharge, 7½ feet deep, over it is 17,424 cubic feet per second, which is equal to a run-off of 1·5 inches per hour from the catchment area of 18·00 square miles. There is a masonry lining wall, 684 feet long, at the side of the waste weir channel, to prevent floods from injuring the dam. The outlet consists of a tower at the waterslope of the dam, from which the tank water will be drawn at different levels, so as to get the clearest supply, which will be led in a 12″ pipe, through a tunnel under the dam. The sill of the lowest valve will be 25 feet below the tanks F. S. L. The 12″ main will be 10,100 feet long, and through it the whole town supply will be passed down by gravitation from the tank to the low level service reservoir. The low level service reservoir will be situated near the old Trikuram Tank, and will be about one mile from Hubli; it will hold two days' supply. The pumping station will be located close to it, and will consist of engine and boiler house

with chimney, drivers' quarters and fuel shed. The pumps will be of the Warthington, triplex type of 35 horse power each, and will be worked by Babcock and Wilcox boilers; all being in duplicate. From this reservoir the water will be pumped in 10″ mains to the high level and Southern Maratha Railway service reservoirs, respectively 68 and 120 feet higher than it.

The low parts of new Hubli and the whole of old Hubli will be served by the low level service reservoir, and the high parts of new Hubli by the high level service reservoir. The two systems of iron mains and pipes will be in communication to save pumping charges when the tank is full, and to gain pressure in the lower parts for fire extinction purposes. Water will be drawn by the inhabitants from pipe-posts and stand-posts fixed in conveniently situated parts of the town. The distribution pipes from the Railway reservoir will be laid, maintained, and worked by the Southern Marátha Railway Company. The estimated cost of the project is Rs. 4,73,250, of which works cost Rs. 4,37,315, and indirect charges Rs. 35,935.

The first party of convicts arrived on the 15th May 1891, and the first thing that had to be done was to erect barracks, &c., for them. These were started early in June, and by the end of August were practically completed by contract, all available convicts being also employed on construction. The accommodation provided consists of 16 barracks, each to hold 56 prisoners, hospital, cook-house, offices, warders' lines and bungalows for the Superintendent of the gang and principal Jail officials. The cost of the construction of the camp was Rs. 13,343. The works themselves were started early in September, and up to the end of the official year, the following quantities of work were completed:—

Cutting under dam...	1,064,000	cubic feet
Dam embankment	2,416,000	„
Concrete	54,000	„
Masonry	11,000	„

The earthwork of the diversion of the Poona-Harihar road, and the masonry toe-wall of the dam, were nearly finished, and works, roads and offices were completed. The progress of the works was greatly retarded at first by the want of labor, although fair rates were offered, and there was great scarcity in the neighbourhood; matters commenced to improve in this respect by the end of January, and during February and March some 700 convicts and 800 free laborers were at work. The health of all has been remarkably good. All the pipes were received from England by the end of January 1892.

324. *Dhárwár Water-supply.*—The question of obtaining a proper water-supply for Dhárwár has been taken up. In January 1892 the Municipality paid Rs. 1,000 for the cost of a detailed survey, which was nearly finished at the close of the year. The scheme proposed consists of a storage reservoir on the nála below the Kelgeri irrigation tank, which will also be utilized, with two small feeding reservoirs on neighbouring nálas. These will give a two years' supply with a very moderate run off from the total catchment of 12·25 square miles. The town being situated on a comparatively low, isolated ridge, the whole of its supply must be pumped up. To reduce pumping charges, three service reservoirs at different levels will be provided, and from this distribution pipes will be led. The Southern Marátha Railway, whose central offices are at Dhárwár, have promised financial assistance, and as the want of water is very greatly felt, and the Municipality are anxious for the construction of the scheme, there is every probability of its being shortly taken in hand. It will be advantageous to lose no time, so that the services of the large convict gang and trained establishment now employed on the Hubli Water Works may be secured before they are dispersed.

6.—SEWERAGE, INCLUDING DRAINAGE.

325. *Ahmedabad.*—A project was obtained, from Mr. Baldwin Latham, for sewering a section of about one-tenth of the total area of the city. Of this it has been decided to carry out about one-third as an experiment, and the work is in progress. It includes stoneware pipe sewers to serve about 1,100 houses, a pumping station, and an 8″ cast iron rising main, 11,000 feet long, which will carry the contents of the sewers to a sewage farm. The estimated cost of the work is Rs. 1,38,594, out of which Rs. 59,147 is to be expended by Government, and Rs. 79,447 by Municipal agency, the former in carrying out the work, and the latter in purchasing materials. During the year under report, about half the drains, the whole of the rising main, and the greater part of the pumping station, have been completed at a cost of Rs. 17,755.

326. *Belgaum.*—The plans and estimates for the surface drainage of Belgaum were much advanced. Press of work, due to famine, has alone prevented their completion.

7.—HARBOURS AND NAVIGATION.

327. *Surat.*—The Dutch Bandar wall at Surat, described in last year's report, was completed at a total expenditure of Rs. 16,121, of which Rs. 2,283 were expended during the year.

MISCELLANEOUS.

328. *Surat.*—The protective works to exclude floods from the City of Surat from the Tápti River, described in previous reports, were in progress. The whole of sections 1 to 5 and 7 to 9 have been completed, section 10 is in progress, and section 6 of the works is still under the consideration of the Municipality. A total expenditure of Rs. 1,07,430 was incurred from the commencement of the work, against the sanctioned estimate of Rs. 1,98,255.

329. *Bijápur.*—At Bijápur the only work of the supplementary programme of clearance by convicts, which was in progress, was the clearance of prickly-pear from Government land; it has been in progress since January 1889, and the total outlay from the commencement has been Rs. 14,110, against the estimate of Rs. 33,612. The total expenditure on the whole programme of clearance has been Rs. 2,09,373, against the estimate of Rs. 2,57,873.

FAMINE RELIEF.

330. Famine Relief Operations were undertaken during the year by the officers of the Public Works Department in three affected districts in the Southern Division, *viz.*, Belgaum, Dhárwár and Bijápur. The Sátára District, which was also threatened with scarcity, is not included in the report, as no famine relief measures were found necessary up to the close of the year. The following is a detail of the operations in each district:—

331. *Belgaum District.*—The south-west monsoon rains were unusually late, and did not commence until the fall was fair throughout the western half of the Belgaum District, and crops there were good; but no rain fell in the eastern half. The later rains of the north-east monsoon also failed in the eastern half, but fell in the western, and assisted in producing excellent crops there. The Belgaum District, therefore, was half covered with good crops, and half bare of all crops. The line of separation was sharply defined in many places, and may be fairly described as following the Southern Marátha Railway from Miraj to Gokák Road Station, and thence following the Gokák-Navalgund Road to the Dhárwár border.

332. The desolate area in the eastern half was, however, intersected by two lines of plenty along the Krishna and Ghatprabha rivers. The flood in the Krishna was unusually high, and rose to within two inches of the maximum known flood recorded on the Udgaum Bridge, and the waters fertilised a strip of country averaging two miles in width. The flood in the Ghatprabha was not so high, the river being smaller than the Krishna, but still, for an average breadth of nearly half a mile, there were excellent crops.

333. The apparently worst portions of the district were the Athni and Gokák Tálukas, and preparations were made for the employment of people.

334. In the Athni Táluka, a project for a road from the Shedbal-Athni Road was completed. This project, when compared with a previous estimate for another line, was so clearly inferior, that the original line was selected. The line of the road to Athni has thus been finally settled, and is to be from Shedbal Station to Kempwad, and thence along the main Kolhápur-Bijápur Road to Athni. The portion of the Kolhápur-Bijápur Road in the Belgaum District is unmade, and in a very bad condition, being impassable mud in wet weather. The line of road was examined, and sites selected for camps for breaking metal.

335. The Agarni river was examined, and a practicable site found for a large earthen embankment for an irrigation work, and the section of the dam was levelled. A site a little above this had been selected in the previous famine, but was finally condemned on account of bad foundations. The present site has fair foundations, and much of the work on the previous scheme, and all the results of gauging the river, were useful for the proposed new site. This site is named the Taose Dam.

336. The large nála on which Kokatnur is situated, was inspected, but did not seem favourable for a tank site, as the right bank is high and rocky, and there is no land to irrigate. The left bank is not particularly good land. The Kudchi-Terdal road project was also completed: this is a road on the south bank of the Krishna, about 10¾ miles being in British territory. Ample provision for probable requirements was thus arranged for Athni.

337. Orders were received from the Collector to open a famine camp in Athni at the end of December 1891: this was not expected so early, but tools for 2,000 people, and hutting materials for 500, were at once sent up to Athni; a site was marked out; a well deepened to secure a sufficient supply of water, and 5 huts erected as a commencement.

338. The site was examined by the Collector and Commissioner, and the type of hut approved. No people came to this camp during the year. A few people came at first for work, but refused to live in camp, and did not like breaking metal; clauses 133 and 135, Famine Relief Code, were followed, the work being measured, but full-day paid, if willing, work was done. Towards the end of the year, a few people came on similar terms, and at the end of March 116 people were employed.

339. In the Gokák Táluka, breaking metal for the Gokák-Navalgund Road was the only work immediately available. It was, however, intended to improve the Kurbet-Yadwad road, which starts from the above road at about 4 miles from Gokák Station. The survey was, therefore, commenced, and plans and estimates pushed on, and sites were selected for famine camps for this work, and for breaking metal for the road.

340. A site for a large earthen bank for a tank on the Wadarhatti Nála was also selected. This tank would be filled from the Ghatprabha river, by means of the existing Gokák Storage Works, and commands about 12,000 acres of good land, and is a good scheme. Sanction for a preliminary survey was granted by Government, and the survey commenced.

341. A suitable site for a tank was also found on the large nála at Yadwad, about a mile above the town. The section for this was levelled and submitted. Gokák Táluka was thus fairly provided for.

342. Orders were received from the Collector to open a famine camp on 28th January 1892. After the failure of Áthni Camp to attract people, this was unexpectedly early. The site selected was at Tigdi, on the right bank of the Ghatprabha, in which there was abundance of water, 47 cubic feet per second being the amount supplied to the Gokák Falls Mills, and running to waste down the river, after use at the turbines.

343. In the last week of January, 20 people were living in the huts erected. They included representatives of each of the classes laid down in the Famine Code in Article 50, and seemed very like a test gang, and were high caste people in good health.

344. The usual conservancy and sanitary arrangements were started, but as the numbers were few, no hospitals were built; the site, however, was selected, and preparations made to erect one. Fuel was issued, cooking-pots, grind-stones, &c., provided, and a shop established. For a few days payments were made in grain until a shop was started.

345. At first, very few people came to the camp; the district did not seem to have any distressed people, though labour was cheap, and at the end of February, only 70 people were in camp. Gradually, it was discovered by the people that the rates of wages paid to women and children were very high, and that if a woman brought with her a child, she received higher wages, and much more frequent payments than on regular work in good years. When this fact was clearly understood, numbers of women and children came to the camp, and by the end of March the numbers had increased to 549, of which 81 only were men. A hospital-shed was then erected, and a hospital assistant called for.

346. In the Parasgad Táluka, sites were selected for camps, and preparations made for employing people in breaking metal, but, as this is a rich district, relief-work was not necessary this season.

347. The Government Resolution proclaiming famine directed that the Public Works Officers should assist Collectors in selecting sites for small tanks for relief works. The work done in connection with this is included in the Irrigation Report for the year.

348. To sum up. During the year there has been no famine, and very few people came to the two relief camps opened. The rules in the Famine Code were followed by the Executive Engineer as well as he could manage, and were found sound, helpful rules, and the Code seems a powerful one, well suited to meet a great famine. Clause 53, ordering that children under 7 years of age should be fed, was not worked. It was found difficult to keep the children from their mothers who went to work, and as the establishment of poor-houses, and staff and cooking-houses, would have been expensive for the small numbers present up to the end of the year, a small cash payment was made for the children's maintenance.

349. *Dhárwár District.*—Early in February 1892, famine was proclaimed by Government under Section 12 of the Famine Relief Code, as prevailing over the 3 tálukas of Gadag, Ron and Navalgund, comprising the great black soil plain in the north-east of the Dhárwár District, measuring 1,631 square miles, and containing a population of 321,000 souls.

350. Just previous to this notification of famine, two small relief works had been started, by Professional Agency, in the Navalgund Táluka, and at about the centre of the worst of the distress. These works were the deepening and improvement of the village water-supply tanks of Halkusugal and Morab, and work was actually commenced on the 1st February. Later on, towards the close of the financial year, two more works of a similar character were commenced at the villages of Gudisagar and Anigiri.

351. These four small works comprise the whole of the Professional Agency operations during the season, on the famine tract. The reason that operations were so restricted, and the distress so easily dealt with, lies in the fact of very liberal advances having been made by Government, under the Takávi (or Tagái) Rules, to the rayats, who were thus not only able to tide themselves and their families over the difficulty, but were even in a position to employ labour extensively for field improvements.

352. The table below shows the total number of labourers employed on the Professional Agency works, and the average daily attendance up to the 2nd April inclusive :—

Week ending	Total number of Labourers.				Average daily attendance.
	Men.	Women.	Children.	Total.	
6th February 1892	1,998	2,049	479	4,526	754
13th ,, ,, ...	2,341	2,454	607	5,402	900
20th ,, ,, ...	2,078	2,386	616	5,080	847
27th ,, ,, ...	2,293	2,461	519	5,273	879
5th March 1892	3,894	4,233	662	8,890	1,482
12th ,, ,, ...	3,774	3,714	641	8,100	1,350
19th ,, ,, ...	2,725	2,614	429	5,768	961
26th ,, ,, ...	2,846	2,970	456	6,272	1,045
2nd April ,, ...	2,732	2,559	402	5,693	949

353. The rates of wages ordered by the Collector, and subsequently sanctioned by Government, were considerably in excess of the famine scale, laid down in Section 128 of the Relief Code. The average price of jowâri, the staple food grain, may be taken to have been 30 lbs. per rupee, and the famine scale wages compare as under with the actual wages allowed :—

	Famine scale.	Actual wages.
	As. p.	As. p.
Man	1 2½	2 0
Woman	1 0¾	1 6
Child	0 11	1 0

354. Owing to these liberal wages, there was no necessity to organize village relief or to establish poor-houses, famine camps, and other expedients for relief, devised under the Code. So far as the Professional Agency was concerned, relief measures were restricted to the employment of all labourers who offered themselves, and the payment once a week of the wages named above. There were no famine camps, no Sunday wage, nor any payments for other than work done by daily labour tasked under the normal departmental system.

355. A few words will suffice for the description of the works, useful in themselves, but of purely local importance. The outlay was entirely by the Local Board; and there was no outlay from Provincial Funds.

356. (*1*)—*Improving the Melgeri-Raddi Tank near Morab.*—The tank was silted up to the ground level, and could, therefore, hold no water. The whole of the silt has been cleared out to an average depth of 6 feet, and the tank has been divided into two portions, one for drinking water, and the other for cattle and washing. Commenced 1st February 1892 ; completed 15th April 1892 :—

Largest daily number of labourers...		574
Amount of estimate	Rs.	3,142
Allotment	,,	3,142
Expenditure during the year	,,	2,596
Total expenditure	,,	2,596

357. (*2*)—*Improving the Tank at Halkusugal.*—This tank had also silted up to nearly the ground level. All the silt has been cleared, and the tank divided into two, as noted under the Morab Tank. Commenced 1st February 1892; completed 7th May 1892 :—

Largest daily number of labourers...		430
Amount of estimate	Rs.	3,388
Allotment	,,	3,388
Expenditure during the year	,,	1,869
Total expenditure	,,	1,869

358. (*3*)—*Improving the Tank at Gudisagar.*—The work is exactly as described in the two cases of Morab and Halkusugal. Commenced 21st February 1892 :—

Largest daily number of labourers		340
Amount of estimate	Rs.	3,301
Allotment	,,	3,301
Expenditure	,,	707
Total expenditure during the year...	,,	707

359. (*4*)—*Improving the Tank at Anigeri.*—The village water-supply tank has been cleared of silt in the manner described in the three foregoing works, and it has also been much enlarged by the addition of a cattle drinking pond. A second tank, about a quarter of a mile from the village, is included in the estimate, but work on it was not commenced during the year. The designs comprise enlarging the catchment basin, and the construction of a masonry waste weir. Commenced 21st February 1892 :—

Largest daily number of labourers...		403
Amount of estimate	Rs.	13,210
Allotment	,,	13,210
Expenditure	,,	964
Total expenditure	,,	964

360. *Bijápur District.*—Government proclaimed in their Notification No. 914, dated 8th February 1892, that famine was prevailing in the Bijápur District, area 5,757 square miles, population 796,339.

361. Orders were issued to commence work on the Kerur-Katgeri Road and on the Bijápur-Shindgi Road, and to line out the road from Huvin-Hippargi to Telgi.

362. The total expenditure incurred on the above works, including the expenditure on masonry works, &c., was as detailed below :—

	Rs.	a.	p.
1. Kerur-Katgeri Road	2,279	0	5
2. Bijápur-Shindgi Road	7,308	6	11
3. Road from Huvin-Hippargi to Telgi	1,252	0	5
Total ...	10,839	7	9

363. (1) *Kerur-Katgeri Road.*—This is a muram road, 9 miles in length. The relief work was opened on the 19th February 1892. The laborers were employed on earthwork in mile No. 2 from Katgeri Railway Station. The total number of such laborers during each month was as detailed below :—

Month.	Men.	Women.		Children.	
		Nursing.	Ordinary.	Above 7.	Under 7.
February 1892	21	31	27½	86	...
March 1892	129	152	472	144	515
Total ...	150	183	499	230	515

The total expenditure was Rs. 2,279. Feeding of children under 7 years was left to the care of the mothers, by paying value in cash of the ration prescribed in Section 129 of the Famine Code. Arrangement was made for huts on the road, but the residence of the relief people in huts was not made compulsory, as they were unwilling to live in them.

364. (2) *Bijápur-Sindgi Road.*—The total length of this road is 35½ miles. It is divided into 2 sections, the 1st from Bijápur to Shivanji, 16 miles, and the other from Shivanji to Shindgi, 19½ miles. The total cost of the project is (Rs. 74,063+ 1,40,483)=Rs. 2,14,546.

Orders of Government were received to put this work in hand, and accordingly all the necessary arrangements were made to receive relief laborers. Camps for huts were selected by the Sanitary Department, and hutting materials were collected. No laborers, however, came to work, on famine rates, during the year under report. It was, however, expected that famine laborers would come for employment sooner or later, and a large rush to the work was anticipated as soon as the crops in the surrounding country were harvested, and, therefore, the masonry of certain drainage works, and two inspection bungalows were put in hand at the ordinary rates of wages. During the year the expenditure on both sections amounted to Rs. 7,302.

365. (3) *Huvin-Hippargi-Telgi Road.*—The total length of this road is 19½ miles. It is divided into 2 sections, *viz.*, from Huvin-Hippargi to Bágevádi, 7 miles, estimated to cost Rs. 30,067, and from Bágevádi to Telgi, 12 miles, estimated to cost Rs. 52,361. Orders were received to line out the road, and to be ready to start it as a relief work. Accordingly the road has been lined out, and the necessary materials for hutting arrangements have been purchased. The total expenditure during the year under report for the purpose was Rs. 1,252.

No medical arrangements were made, but orders were given in case of sickness to send patients to the nearest hospital. There was, however, no illness. The numbers on relief work were very small, and the labourers not being weak, there seemed no more need for special medical provision, than on ordinary works employing the same or a larger number of labourers.

APPENDICES TO THE ADMINISTRATION REPORT OF CIVIL WORKS

FOR 1891-92.

Statement showing the actual Expenditure incurred on the preservation of Buildings of Historical and Architectural interest, from 1887-88 to 1891-92.

	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.	
Original Works.	Rs.	Rs.	Rs.	Rs.	Rs.	
Compound wall of Ráni Sipri's Mosque, Ahmedabad.	...	...	...	1,301	...	
Additions and alterations to the pavilion near the lake at Kamatgi, Bijápur District	...	232	...	2	...	
Compound wall around do.	...	...	199	...	...	
Alterations to door pivots and sockets and strengthening wall by a cross-wall in Azam Khan's Palace, Ahmedabad	...	...	...	...	360	Used as District Jail.
Masonry steps from the rear terrace of the main Shahi Bag to the Garden, Ahmedabad	...	...	...	...	463	Used as private residence by the Commissioner, N. D.
Providing water-supply to the main Shahi Bag, Ahmedabad	...	...	...	...	992	
Total, Original Works ...	...	232	199	1,303	1,815	
Repairs.						
Repairs to Mallek Allam's Mosque, Ahmedabad ...	6	...	...	...	...	
„ Rájpur Mosque near do. ...	1	...	...	...	...	
„ South minarets of Mosque at Rájpur, Ahmedabad District	590	5	...	...	...	
Refixing Kangra stones, and providing a gate to the compound of the Ráni Sipri's Mosque, Ahmedabad.	23	...	...	...	...	
Repairs to Ráni Hazira Mosque, Ahmedabad ...	...	87	...	...	...	
„ Syed Oosman's Rozah do. ...	...	...	887	649	313	
„ Allam Chistri's Mosque, near Khánpur Gate, Ahmedabad	...	...	185	...	...	
Replacing the stones in the parapet in the Ráni Sipri's Mosque, Ahmedabad ...	...	...	20	64	...	
Repairs to the Roza of Shah Alam, near Ahmedabad.	...	...	(a) 2,298	(c) 2	(b) 3,255	(a) Contribution work exclusive of establishment ... Rs. 276 Tools and Plant ... 34
„ Carved windows in the Sidhi Syed's Mosque, Ahmedabad	...	...	(c) 113	...	...	(b) Do. Establishment ... 390 Tools and Plant ... 49
Barb wire fencing to improve the approach to carved windows in rear of Sidhi Syed's Mosque, Ahmedabad	...	...	...	...	82	
Repairing Mallek Allam's Mosque near Sáhálum, in the Dáni Limda village boundary, Ahmedabad District	...	...	...	297	236	
Repairs to Fateh Mosque, Ahmedabad	...	...	...	268	175	(c) Contribution work.
Clearing and removing seedlings from the Dáda Hari's well, and Mallek Allam's Mosque, Ahmedabad ...	...	...	...	43	2	
Repairs to Báwa Lolli's Masjid, Ahmedabad ...	...	...	...	...	1,220	
„ Mahafiz Khán's Mosque, Ahmedabad ...	...	...	...	...	159	
Improving the state of the Achut Bibi's Mosque, Ahmedabad	...	...	...	...	323	
Azam Khán's Palace, Ahmedabad	...	...	581	533	572	Used as District Jail.
Shahi Bag do.	...	...	673	664	672	Used as private residence by the Commissioner, N. D.
Sidhi Syed's Mosque do.	...	...	101	106	155	Used as office of Mámlatdár of Daskrohi.
Ibrahim Syed's Tomb and Mahomed Amikhan's Masjid and Roza, Ahmedabad	...	...	305	468	383	Used as residence and office of the Executive Engineer, Ahmedabad.
Current repairs to monument at Koregaon, Poona District	79	79	80	216	80	
Special repairs to do. do. ...	...	...	...	...	25	
Current repairs to the old Mahomedan buildings at Bijápur	1,177	2,546	1,476	1,536	1,593	
Repairs to Juma Masjid at Bijápur	...	362	...	...	...	
„ Shaik Hamid Khadir's Tomb at Bijápur.	...	858	...	...	...	
Special Repairs to Mehter Mahál do.	...	963	2,189	212	...	
Repairs to Chanda Bawdi do.	...	205	...	...	...	
	1,876	5,105	8,908	5,058	9,245	
Carried forward ...	...	232	199	1,303	1,815	

	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.	
	Rs.	Rs.	Rs.	Rs.	Rs.	
Brought forward ...	...	232	199	1,303	1,815	
	1,876	5,105	8,908	5,058	9,245	
Repairs to Bahahilkhán's Masjid at Bijápur	...	248	...	...	...	
Special Repairs to Gol Gumbaz do.	...	797	3,872	4,318	1,087	
Putting broad arrows in old buildings do.	...	372	4	...	...	
Taking up land round Afzulkhan's wives' Tombs at Bijápur	...	48	...	...	...	
Preserving the caves at Bádámi, Bijápur District ...	...	51	...	48	25	
Compensation paid to the Mujawars of the Gol Gumbaz at Bijápur	...	...	...	1,100	...	
Current Repairs to Dawal Yákut Mahál at Bijápur ...	...	...	...	110	103	
Special Repairs do. do.	...	...	...	...	46	
Repairs to the Ibrahim Roza at Bijápur ...	...	...	...	...	1,569	
,, Temple of Shiva at Chavadanpur, Dhárwár District	...	...	866	...	...	Includes Rs. 200 from contribution.
Roza at Mehmadabad ...						
Juma Masjid, Chámpáner...						
Nawaj do. do. ...						
Wandra do. do. ...	Kaira and					
Roza in front of do. do. ...	Panch Mahals					
Roza near Patar Tank do. ...	Districts.	236	147	216	298	299
Gateway to Fort do. ...						
Nagina Masjid do. ...						
Roza in front of do. do. ...						
Shikundarsha's Roza, Hálol ...						
	...	...	418*	...	...	* The outlay is for special repairs of Rs. 2,792 independently sanctioned in 1891-92.
Repairing the gate of the Pratábgad Hill Fort in Jámli Táluka, Sátára	...	...	15	1	...	
Repairing the front wall of St. Paul's Church in the Fort at Bassein	...	...	...	99	...	
Securing the cracked columns in the Elephanta Caves.	...	...	...	1,067	...	
Certain explorations at the Caves at Elephanta ...	52	...	...	...	...	
Maintaining thb Caves at Elephanta	876	871	1,093	1,464	1,695	
Current Repairs to Pier and Caves at Elephanta ...	160	204				
Do. to Buildings at do. ...	170	201	...	...	...	
Special Repairs to the temple at Ambernáth, Thána District	19	...	...	13	...	
Current Repairs to the Tomb of Shiwaji on Raigad Fort, Ratnágiri District	...	5	...	...	...	
Two Tombs at Hukeri, No. 1 used as a District Bungalow, and No. 2 used as office by Officer occupying the Tomb No. 1 at Belgaum ...	130	137	121	129	32	
Adawlat Mahal (Collector's residence) at Bijápur ...	179	397	223	225	219	
Anand Mahal (Assistant Collector's and Judge's residence) at Bijápur	293	299	274	653	270	
Arash Mahal (Civil Surgeon's residence) at Bijápur.	100	186	150	150	148	
China Mahal (Police Superintendent's residence) at Bijápur	147	289	150	160	152	
Portion of Two Sisters (Executive Engineer's residence and office) at Bijápur	100	140	549	132	135	
Granary (public offices) at Bijápur	660	709	675	674	673	
Masjid near Gol Gumbaz (Travellers' Bungalow) at Bijápur	189	200	175	172	155	
Edga (Head Quarters Police Lines) at Bijápur ..	400	510	500	449	487	
Serai (District Jail) at Bijápur	646	360	506	360	290	
Gajan Mahal Gateway (English Church) at Bijápur	...	...	...	65	42	
An old Building in the Arkilla converted into Mamlutdar's Kacheri at Bijápur	42	115	110	100	98	
An old Building outside the Arkilla converted into High School, at Bijápur	188	145	140	140	139	
Part of the Granary Quadrangle converted into Agricultural Record Room, Bijápur	30	32	40	40	36	
New Adawlat Wada at Sátára used as District and Subordinate Judges' Courts, Collector's Record Room and Divisional Forest Officer's Office ...	1,512	1,193	1,101	1,096	956	
Old Palace, Sátára, used as High School ...	1,000	699	650	672	630	
Rang Mahal Buildings at Sátára (vacant) ...	51	45	44	44	44	
Total Repairs ...	9,056	13,505	20,382	18,837	18,993	
GRAND TOTAL ...	9,056	13,737	20,581	20,140	20,808	

STATEMENT

OF

IMPERIAL, PROVINCIAL AND LOCAL FUND ROADS

FOR THE YEAR

1891-92.

B 339—12

Statement showing the mileage of Roads constructed and in progress maintained from IMPERIAL AND PROVINCIAL FUNDS in the Bombay Presidency for the year 1891-92.

Executive charges.	Classification and names of roads.	Length in miles.			Average total cost of construction per mile.	Average annual cost of maintenance and repairs in the last five years.	Remarks.
		Completed.	In progress.	Total.			

IMPERIAL.

The only roads under this head are those within the limits of the several Cantonments and Military stations, which are streets, and not, properly speaking, lines of communication. The larger cantonments are now under the control of the Military Works Department, and information is not available for the purposes of this return. There are 6 miles of Imperial Military Road leading to the Purandhar Sanitarium in the Poona District.

PROVINCIAL.

(I).—ROADS METALLED, BRIDGED AND DRAINED THROUGHOUT.

Northern Division.

		Ms.	ft.	Ms	ft.	Ms.	ft.	Rs.	Rs.	
Presidency ...	Máhím Causeway	0	3,558	.....		0	3,558	* 3,02,498	831	* Original costs taken from tablets on the roads.
	Sion Causeway	1	471	.....		1	471	* 82,955	1,486	
	Total, Presidency District ...	1	4,029	.....		1	4,029	.....	...	
Ahmedabad ...	Road from Bibipura to Modása *via* Dhansura ...	18	0	.....		18	0	6,103	(*a*) 4,339	(*a*) Average for 3 years.
	Extra Municipal roads, Ahmedabad ...	4	2,090	.....		4	2,090	Unknown.	6,398	
	Road from foot of overbridge approaches near the Kálupur gate to junction with road to Camp, Ahmedabad	1	3,000	.....		1	3,000	5,700	1,925	Constructed from Imperial Funds and repaired from Provincial Funds.
	Road from Dhansura to Harsol	.....		13	0	13	0	8,178	...	In progress from Provincial Funds.
	Total, Ahmedabad District ...	23	5,090	13	0	36	5,090	.....	...	
Kaira	Road from Dákor and Kapadvanj line towards Modása up to Bibipura	32	1,760	.....		32	1,760	7,690	4,300	Includes 10 miles of cleared line.
	Total, Kaira District ...	32	1760	.....		32	1,760	.....	...	
Surat and Broach .	Road from Bilimora to Chikhli, Surat ...	3	2,640	In Gáikwár's Territory.		3	2,640	10,205	1,500	Completed at a cost of Rs. 61,234 from Provincial and Local Funds. The Gáikwár's portion is maintained from Provincial, and the British from Local Funds.
	Total, Surat and Broach Districts ...	3	2,640	.....		3	2,640	.....	...	
	Carried over ...	61	2,959	13	0	74	2,959	.....	...	

Executive charges.	Classification and names of roads.	Length in miles. Completed. Ms.	ft.	In progress. Ms.	ft.	Total. Ms.	ft.	Average total cost of construction per mile.	Average annual cost of maintenance and repairs in the last five years.	Remarks.
	Brought over ...	61	2,959	13	0	74	2,959	.....	...	
	I.—ROADS METALLED, BRIDGED AND DRAINED THROUGHOUT—*continued.*									
	NORTHERN DIVISION—*continued.*									
Thána	Road from Ulva to Cámpuli (portion in Thána Collectorate)	13	2,640	.....		13	2,640	Unknown ..	4,801	
	Road from Dharamtar to Cámpuli (portion in the Thána Collectorate)	3	3,520	.....		3	3,520	6,735	1,547	The cost of whole road in the Thána and Kolába Collectorates is Rs. 1,59,956.
	Road from Thána to Panvel (portion in Thána Collectorate)	10	2,640	.....		10	2,640	8,073	3,727	Do. is Rs. 1,61,460.
	Road from Váda to Shirghát	30	1,320	.....		30	1,320	5,518	2,400	Part muramed only.
	Total, Thána District ...	57	4,840	.....		57	4,840	.....	...	
	TOTAL, NORTHERN DIVISION ...	119	2,519	13	0	132	2,519	.....	...	
	SOUTHERN DIVISION.									
Belgaum ...	Road from Belgaum to Panchgaum ...	43	0	.....		43	0	Unknown ...	10,057	
	Do. from Belgaum to Vengurla	43	0	.....		43	0	17,910	14,306	
	Do. from Belgaum to Linganmat ...	40	0	.....		40	0	Unknown ...	10,014	The Málprabha river is not bridged.
	Do. from Wárna to Dudganga river, including branch road 1¼ miles to Post Office at Kolhápur	28	1,320	.....		28	1,320	Do. ...	5,993	
	British portion of road to Udgaum, Miraj and Sángli	4	1,320	.....		4	1,320	Do. ...	742	

		Road from Bombay towards Madras from the Málprabha to the Dudganga rivers	74	3,960	.....	74	3,960	Do. ...	22,482	
		Total, Belgaum District ...	233	1,320	.....	233	1,320	.....	...	
Bijápur	...	Kajidoni-Bágalkot road	19	0	.....	19	0	2,422	4,163	
		Total, Bijápur District ...	19	0	.....	19	0	.....	...	
Dhárwár	...	Hubli-Sangtikop road from Hubli to Sangtikop.	28	0	.....	28	0	12,336	8,182	The cost includes travellers' bungalow, dharmashálas, bridges, &c.
		Road from the river Málprabha at Mugutkhán Hubli to Harihar	122	0	.....	122	0	5,700	25,843	The river Málprabha is not bridged.
		Tadas-Wadgatti road from Tadas to Kánara Frontier	9	2,640	.....	9	2,640	Unknown ...	3,184	
		Kerur feeder road...	0	2,990	.....	0	2,990	3,507	163	
		Railway feeder road at Buralkod	0	900	.....	0	900	2,992	79	
		Do. do. Dhárwár...	0	4,900	.....	0	4,900	2,391	455	
		Do. do. Mugúd	0	600	.....	0	600	2,446	72	
		Do. do. Nagargali	0	2,877	.....	0	2,877	1,161	296	
		Road to connect the Dandur Railway Station with the Hubli-Sholápur road	1	660	.....	1	660	4,360	663	
		Total, Dhárwár District ...	162	5,007	.....	162	5,007	.....	...	
Kánara	...	Road from Sangtikop to Kárwár *viâ* Arbail Ghát.	74	3,960	.....	74	3,960	18,947	20,197	
		Do. from Ekambi to Samasgi	6	2,640	.....	6	2,640	Unknown ...	1,790	
		Do. from Palla to Bankápur	2	2,640	.....	2	2,640	921	496	
		Do. from Kárwár to Kodibág	2	2,640	.....	2	2,640	Unknown ...	650	
		Do. from Koney bridge to Sezwad	2	3,780	.....	2	3,780	6,384	871	
		Do. from Katgal to the bank of Tadari river...	1	0	.....	1	0	Unknown ...	304	
		Do. from Haliyál to Belgaum Frontier up to Linganmat	9	0	.....	9	0	11,891	2,159	
		Do. from Koney to the junction of Kodibág *viâ* jail at Kárwár	1	2,490	.....	1	2,490	4,625	269	
		Total, Kánara District ...	100	2,310	.....	100	2,310	.....	...	
Ratnágiri and Kolába		Road from the bottom of Kumbhárli Ghát to Chiplún and Gowalkot	14	1,320	.....	14	1,320	19,231	5,536	
		Do. over Amba Ghát	8	1,760	.....	8	1,760	45,448	3,599	
		Carried over ...	22	3,080	.....	22	3,080	.....	...	
			635	596	13 0	648	596	.....	...	

PROVINCIAL ROADS—*continued.*

Executive charges.	Classification and names of roads.	Length in miles. Completed.		In progress.		Total.		Average total cost of construction per mile.	Average annual cost of maintenance and repairs in the last five years.	Remarks.
		Ms.	ft.	Ms.	ft.	Ms.	ft.	Rs.	Rs.	
	Brought over ...	635	596	13	0	648	596	.....	...	
	I.—ROADS METALLED, BRIDGED AND DRAINED THROUGHOUT—*continued.*	22	3,080	.....		22	3,080	.....	...	
	SOUTHERN DIVISION—*continued.*									
Ratnágiri and Kolába.	Road from Belgaum to Vengurla *viá* Párpoli Ghát (portion from Vengurla to top of Amboli Ghát)	35	0	.....		35	0	17,909	*16,303	* The average is for 4 years, as the road was transferred from Belgaum to this district in 1888-89.
	Do. from Ulva to Cámpuli	16	0	.....		16	0	4,080	4,237	
	Do. from Pen to Washi...	3	2,640	.....		3	2,640	4,646	721	
	Do. from Panvel to Jasai	5	3,300	.....		5	3,300	Unknown ...	947	
	Do. from Thána to Panvel	9	1,320	.....		9	1,320	7,573	3,096	
	Do. from Dharamtar to Cámpuli	20	0	.....		20	0	6,665	6,065	
	Total, Ratnágiri and Kolába Districts ...	111	5,060	.....		111	5,060	.....	...	
Sátára	Shirval-Warna road (part of road from Poona to Belgaum)	99	2,640	.....		99	2,640	26,304	24,008	
	Surúl-Mahabáleshvar road	26	0	.....		26	0	14,364	7,171	
	Fitzgerald Ghát road	20	0	.....		20	0	22,780	7,048	
	Karád-Kumbárli Ghát road	46	0	.....		46	0	23,247	15,814	
	Sátára-Mahábaleshvar road	33	0	... ..		33	0	26,457	7,747	10 miles not fully drained.
	Sátára-Shendra road	4	0	.....		4	0	3,101	956	
	Total, Sátára District ...	228	2,640	.....		228	2,640	.....	...	
	TOTAL, SOUTHERN DIVISION ...	856	497	.....		856	497	.....	...	

		CENTRAL DIVISION.								
ona	...	Road from Poona to the foot of the Bhor Ghát (Poona-Bombay road)	47	622	.....	47	622	Unknown ...	*11,617	*Excluding the portion in the city.
		Approach road to Deccan Central Jail, Yerauda	1	1,320	.....	1	1,320	4,123	292	
		Road from Poona to Shirval (New Sátára road).	27	3,192	.....	27	3,192	24,983	*11,704	
		Road from G. I. P. Ry. level-crossing near Ghorpadi to Sirúr (Poona-Ahmednagar road) .	41	4,850	.....	41	4,850	Unknown ...	*11,399	
		Road joining Fitzgerald and Holkar's Bridges...	1	3,420	.....	1	3,420	Do. ...	Not kept separately.	
		Singhar road from Bombay road to join Kharakwasla road	3	1,230	.....	3	1,230	Do. ...		Metalled up to Lákdipul, the rest is muramed.
		Road from Bhámburda level-crossing to Ouñdh.	3	4,720	.....	3	4,720	Do. ...		
		Road joining Bombay road with Oundh road ...	1	4,565	.....	1	4,565	Do. ...		
		Total, Poona District ...	128	2,799	.....	128	2,799	.....	...	
Sholápur ...	...	Road from Bársi Road Station to Bársi town ...	21	0	.....	21	0	23,800	8,638	
		Total, Sholápur District ...	21	0	.....	21	0	.....	...	
Násik ...	...	Manmád and Kopargaon road	21	0	.....	21	0	Unknown ...	4,644	Passing *vid* Ankaighát and Yeola town.
		Total, Násik District ...	21	0	.....	21	0	.....	...	
Khándesh	...	Málegaon and Manmád road	21	0	.....	21	0	Unknown ...	10,305	
		Kondaibári Ghát road	4	0	.....	4	0	Do. ...	2,113	
		Total, Khándesh District ...	25	0	.....	25	0	.....	...	
Ahmednagar	...	Road from Ahmednagar to Sirúr	31	0	.....	31	0	Unknown ...	9,279	
		Total, Ahmednagar District ...	31	0	.....	31	0	.....	...	
		TOTAL, CENTRAL DIVISION ...	226	2,799	.....	226	2,799	.....	...	
		Carried over ...	1,202	535	13 0	1,215	535	...	...	

PROVINCIAL ROADS—*continued.*

Executive charges.	Classification and names of roads.	Length in miles. Completed. Ms.	ft	In progress. Ms.	ft.	Total. Ms.	ft.	Average total cost of construction per mile.	Average annual cost of maintenance and repairs in the last five years.	Remarks.
								Rs.	Rs.	
	Brought over ...	1,202	535	13	0	1,215	535	.....	...	
	I.– ROADS METALLED, BRIDGED AND DRAINED THROUGHOUT—*continued.*									
	SIND DIVISION.									
Western Canals. Nára	Baghothoro road	5	0	.....		5	0	2,128	306	Some parts of the road are paved, not metalled. Cross drainage is not fully provided for.
	Total, Western Nára District ...	5	0	.....		5	0	.....	...	
	TOTAL, SIND DIVISION ...	5	0	.....		5	0	.....	...	
	TOTAL, I.—ROADS METALLED, BRIDGED AND DRAINED THROUGHOUT	1,207	535	13	0	1,220	535	.....	...	
	II.—ROADS METALLED AND DRAINED THROUGHOUT, BUT THE LARGE RIVERS NOT BRIDGED.									
	NORTHERN DIVISION.									
Thána	Road from Kurla to Kasára (Bombay and Agra road)	68	0	.....		68	0	Unknown ...	19,532	
	Road from Dáhánu to Jawhar	27	0	.....		27	0	8,173		21 miles metalled.
	Total, Thána District ...	95	0	.....		95	0	.....	...	
	TOTAL NORTHERN DIVISION ...	95	0	.....		95	0	.....	...	
	SOUTHERN DIVISION.									
Kánara	Road from Dhárwár Frontier near Yergati to Kumta *viâ* Sirsi	78	2,640	.....		78	2,640	.....	28,690	
	Total, Kánara District ...	78	2,640	.....		78	2,640	.....	...	

Ratnágiri and Kolába.	Road from Sakharge to Sangameshvar ...	20	1,320	.....	20	1,320	4,941	4,097	The annual cost of repair is given for the last four years, the work having been completed in 1886-87.
	Road from Páli to the foot of Amba Ghát ...	19	0	.....	19	0	Unknown ...	2,319	
	Road from Mahapral to Varanda and Fitzgerald Ghát	25	2,640	.....	25	2,640	Do. ...	5,725	
	Total, Ratnágiri and Kolába Districts ...	64	3,960	.....	64	3,960	.....	...	
	TOTAL, SOUTHERN DIVISION ...	143	1,320	.....	143	1,320	.....	...	
	CENTRAL DIVISION.								
Poona	Road from St. Patrick's Church, Poona, to Hingangaon (Poona-Sholápur road)	87	3,960	.....	87	3,960	Unknown ...	16,350	Road metalled up to 40th mile only. The rest is muramed.
	Total, Poona District ...	87	3,960	.....	87	3,960	.....	...	
Sholápur ...	Road from Bársi to Yedsi	20	0	.....	20	0	6,309	8,491	
	Do. from Yedsi to Tadwala	8	0	.....	8	0	8,050	3,201	
	Total, Sholápur District ...	28	0	.....	28	0	.....	...	
Násik ...	Bombay-Agra road from foot of Kasára Ghát in south-west to foot of Rahud Ghát in north-east, (the part in the Málegaon Táluka beyond being in charge of Khándesh Executive office) ...	85	0	.....	85	0	Unknown ...	16,106	Passing *vid* Thulghát, Igatpuri, Násik, Pimpalgaon, Basvant and Chándor. Bridged except at the rivers Godávari at Násik, and Kadwa at Kakangaon, where ferries are maintained.
	Nándgaon-Aurangabad road to His Highness the Nizám's boundary	12	0	.....	12	0	Do. ...	3,541	Bridged except at the rivers Tanyad and Manyad.
	Násik-Poona road from Násik to Nandur Shingoti	33	0	.....	33	0	Do. ...	9,903	Passing by Sinda, Palse and Sinnar. Metalled to 23rd mile, from 24th to end murammed. River Darna and most streams south of Sinnar not bridged.
		130	0	.....	130	0	.....	...	
	Carried over, Total of I ...	1,561	535	13 0	1,574	535	.....	...	
		1,207	535	13 0	1,220	535	.....	...	

Executive charges.	Classification and names of roads.	Length in miles. Completed. Ms.	ft.	In progress. Ms.	ft.	Total. Ms.	ft.	Average total cost of construction per mile.	Average annual cost of maintenance and repairs in the last five years.	Remarks.
	Brought over ...	1,207	535	13	0	1,220	535	.....	...	
		1,561	535	13	0	1,574	535	.....	...	
		130	0	.....		130	0	.....	...	
	II.—ROADS METALLED AND DRAINED THROUGHOUT, BUT THE LARGE RIVERS NOT BRIDGED—*continued.*									
	Central Division—*continued.*									
Násik—*contd* ...	Násik-Balsad road from Násik to north-west boundary	39	0	.....		39	0	Unknown ...	8,515	Metalled to 20th mile and beyond that muramed, passing *vid* Chachergaon, Sawalghat and Peint.
	Satighát road	5	0	.....		5	0	Do. ...	430	A ghát road leading to Harsul.
	Satighát-Harsul road	3	0	.....		3	0	Do. ...	419	From foot of Satighát to Harsul.
	Total, Násik District ...	177	0	.....		177	0	.....	...	
Khándesh ...	Bombay and Agra road	106	0	.....		106	0	Unknown ...	38,139	Out of the total mileage 18 miles from the Nahar Bari to Girna Bridge are murammed only. The murammed portion north of the Tápti (28 miles,) is in process of being metalled. 2 miles only remain to be done.
	Dhulia and Chálisgaon road	34	0	.....		34	0	14,922	10,883	Metalling nearly completed.
	Total, Khándesh District ...	140	0	.....		140	0	.....	...	
Ahmednagar ...	Road from Ahmednagar to Dhond	45	0	.....		45	0	Unknown ...	2,783	Partly drained.
	Road from the foot of the Imámpur Ghát to Toka	27	0	.....		27	0	Do. ...	5,086	
	Road from Ahmednagar to Paithan ...	52	0	.....		52	0	Do. ...	14,567	
	Total, Ahmednagar District ...	124	0	.....		124	0	.....	...	
	Total, Central Division ...	556	3,960	.....		556	3,960	.....	...	
	TOTAL, II.—ROADS METALLED AND DRAINED THROUGHOUT, BUT THE LARGE RIVERS NOT BRIDGED	795	0	.....		795	0	.....	...	

	III.—MURAM ROADS BRIDGED AND DRAINED THROUGHOUT.							
	NORTHERN DIVISION.							
Surat and Broach	Road from Párdi to Chiwal	13	0	.....	13	0	Unknown ...	2,800	Completed at a cost of Rs. 31,262, and maintained from Provincial Funds.
	Road from Daman to Wápi in British Territory.	3	2,640	.....	3	2,640	8,932	1,000	
	Total, Surat and Broach Districts ...	16	2,640	.....	16	2,640	.....	...	
	TOTAL, NORTHERN DIVISION ...	16	2,640	.....	16	2,640	.....	...	
	SOUTHERN DIVISION.								
Belgaum ...	Road from Hukeri to Gokák	18	2,640	.....	18	2,640	9,928	...	Transferred to the Local Funds.
	Road from Khánápur to Shitawde	16	0	.....	16	0	Unknown ...	1,578	
	Road from Nipáni to Mahálingpur... ...	27	0	7 2,640	34	2,640	Incomplete...	4,303	
	Road from Gokák to Navalgund	45	0	.....	45	0	*Do. ...	...	In progress. *Repairs carried out in 1891-92 at a cost of Rs. 5,196.
	Total, Belgaum District ...	106	2,640	7 2,640	114	0	.....	...	
Dhárwár ...	Havanur-Samasgi road, 2nd Section ...	29	1,320	.....	29	1,320	2,843	1,693	
	Hubli-Dámbal road	47	0	.. ...	47	0	§12,270	10,194	§The cost includes travellers' bungalow, dharmshála, bridges, &c. The road is partially metalled for 10 miles from Hubli, and 6 miles on the portion from Gadag to Dámbal.
	Road to connect Hulkoti Railway Station to the Kárwár and Bellary road	0	3,300	.....	0	3,300	3,659	144	The road is partially metalled.
	Total, Dhárwár District ...	76	4,620	.....	76	4,620	.....	...	
	Carried over, Total of I and II ...	2,201	5,155	20 2,640	2,222	2,515	.....	...	
		2,002	535	13 0	2,015	535	.....	...	

Executive charges.	Classification and names of roads.	Length in miles. Completed.	In progress.	Total.	Average total cost of construction per mile.	Average annual cost of maintenance and repairs in the last five years.	Remarks.
		Ms. ft.	Ms. ft.	Ms. ft.	Rs.	Rs.	
	Brought over ...	2,002 535	13 0	2,015 535	.....	...	
		2,201 5,155	20 2,640	2,222 2,515	.....	...	
	III.—MURAM ROADS BRIDGED AND DRAINED THROUGHOUT—*continued.*						
	SOUTHERN DIVISION—*continued.*						
Kánara ...	Road from Gersapa to Falls and Talgapa ...	25 0	.....	25 0	2,569	5,952	A section of 15 miles is being metalled.
	Road from Yellápur to Bankápur *vid* Mundgod	29 0	.....	29 0	Unknown ...	3,877	
	Road from Sanikatta to Hebul	18 0	.....	18 0	Do. ...	1,985	
	Koney sea slope road at Kárwár	1 2,844	.....	1 2,844	6,935	528	
	Road from junction of Adlur deviation near Balagoly to Ankola	3 3,960	.....	3 3,960	Unknown ...	357	
	Road from Haliyál to Supa	20 2,640	.....	20 2,640	Do. ...	4,342	
	Do. do. to Mavinkop	4 2,640	.....	4 2,640	1,796	943	
	Total, Kánara District ...	102 1,524	.....	102 1,524	.....	...	
Ratnágiri and Kolába.	Road from Ratnágiri to Mirya	4 1,760	.....	4 1,760	7,580	620	
	Do. the foot of Phonda Ghát to Devgad.	30 0	.....	30 0	2,364	2,095	
	Do. Dharamtar to Nágothna ...	13 2,640	.....	13 2,640	10,544	3,469	
	Do. Pen to Antora	1 3,960	.....	1 3,960	Unknown ...	249	
	Do. Dharamtar to Alibág	13 0	.....	13 0	Do. ...	3,739	
	Total, Ratnágiri and Kolába District ...	62 3,080	.....	62 3,080	.....	...	
	TOTAL, SOUTHERN DIVISION ...	348 1,304	7 2,640	355 3,944	.....	...	

	CENTRAL DIVISION.						
Ahmednagar ...	Road from Nandur Singota to Ambeghargaon (Násik-Poona Road)	29 0	.....	29 0	Uuknown ...	5,561	Roads partly metalled and partly muramed.
	Total, Ahmednagar District ...	29 0	.....	29 0	.....	...	
	TOTAL, CENTRAL DIVISION ...	29 0	.....	29 0	.....	...	
	TOTAL, III.—MURAM ROADS BRIDGED AND DRAINED THROUGHOUT	393 3,944	7 2,640	401 1,304	.....	...	
	IV.—MURAM ROADS DRAINED THROUGHOUT, BUT THE LARGE RIVERS NOT BRIDGED.						
	NORTHERN DIVISION.						
Thána	Road from Narel to Mátherán	7 2,640	.....	7 2,640	Unknown ...	2,644	Is a bridal path, only partly metalled.
	Satowli-Khind road	2 0	.....	2 0	3,530	275	
	Total, Thána District ...	9 2,640	.....	9 2,640	.....	...	
	TOTAL, NORTHERN DIVISION ...	9 2,640	.....	9 2,640	.....	...	
	SOUTHERN DIVISION.						
Belgaum	Road from Nipáni to Phonda Ghát ...	38 3,960	.....	38 3,960	Unknown ...	5,754	14¾ miles have been metalled.
	Total, Belgaum District ...	38 3,960	.....	38 3,960	.....	...	
Bijápur ...	Bijápur-Honvad road	24 2,640	.....	24 2,640	2,867	6,201	
	Sholápur-Hubli Road, portion from the river Bhima near Tákli to the river Málprabha near Govinkop	†114 1,320	.....	†114 1,320	Unknown ...	10,059	†A portion of this road from Mulwad to Kolhápur, a distance of 15¾ miles, has been raised with muram, bridged and drained, at a cost of Rs. 60,181.
	Road from Tikota towards Nagaz	14 2,640	.....	14 2,640	Do. ...	1,389	
	Total, Bijápur District ...	153 1,320	.....	153 1,320	.....	...	
	Carried over, Total of I, II & III ...	2,597 1,839	20 2,640	2,617 4,479	.....	...	
		2,395 4,479	20 2,640	2,416 1,839	.....	...	

PROVINCIAL ROADS—*continued.*

Executive charges.	Classification and names of roads.	Length in miles. Completed.	In progress.	Total.	Average total cost of construction per mile.	Average annual cost of maintenance and repairs in the last five years.	Remarks.
		Ms. ft.	Ms. ft.	Ms. ft.	Rs.	Rs.	
	Brought over ..	2,395 4,479	20 2,640	2,416 1,839	.....	...	
		2,597 1,839	20 2,640	2,617 4,479	.....	...	
	IV.—MURAM ROADS DRAINED THROUGHOUT BUT THE LARGE RIVERS NOT BRIDGED—*continued.*						
	SOUTHERN DIVISION—*continued.*						
Dhárwár ...	Dámbal-Hesrur road	16 0	.....	16 0	12,261	2,613	The cost includes dharmshálas and travellers' bungalow built on the road.
	Dhárwár-Tenai Ghát road	59 2,640	.....	59 2,640	2,672	12,311	A portion, 9 miles in length, from Dhárwár, and Ghát portion, 13 miles from milestone No. 47 to end of the road, is metalled. Two large nálas and some drains are to be bridged.
	Havanur-Samasgi road, 1st Section	19 3,960	.....	19 3,960	2,715	2,599	
	Total, Dhárwár District ...	95 1,320	.....	95 1,320	.....	...	
Kánara ...	Road from Sirsi to Shimoga *viâ* Banwasi ...	19 1,320	.....	19 1,320	Unknown ...	3,115	
	Road from Sadáshivgad to Goa frontier ...	5 2,640	.....	5 2,640	1,014	307	
	Road from Shetowna to Kárwár *viâ* Kadra and Unshi Ghát	52 0	.....	52 0	2,619	6,249	
	Total, Kánara District ...	76 3,960	.....	76 3,960	.....	...	
Ratnágiri and Kolába.	Road from Nágothna to Keneshwar	56 633	.....	56 633	Unknown ...	18,536	
	Road from Ratnágiri to Poládpur *viâ* Chiplún and Khed	102 2,640	.....	102 2,640	4,070	10,954	
	Road from Hathkambe to Dájipur *viâ* Rájápur, Khárepátan and Phonda	80 0	.....	80 0	Unknown ...	10,484	

	Road from Khed to Hárnai	25	0	.....		25	0	Unknown ...	3,199	
	Road from Phondá to Vijiádurg *viá* Waghotan...	33	0	.....		33	0	Do. ...	1,801	
	Total, Ratnágiri and Kolába District ...	296	3,273	.....		296	3,273	.....	...	
Sátára ...	Karád-Nagaz road (part of Karád-Bijápur road)	59	0	.....		59	0	Unknown ...	8,808	In process of being metalled; partly drained.
	Dharampuri-Varanda Ghát road	44	0	.....		44	0	Do. ...	11,520	Do. do.
	Total, Sátára District ...	103	0	.....		103	0	.....	...	
	TOTAL, SOUTHERN DIVISION.	763	3,273	.....		763	3,273	.....	...	
	CENTRAL DIVISION.									
Poona	Road from Ghoda to Ambegaon	9	0	1	0	10	0	4,800	499	Repaired from Local Fund grant.
	Road from Dápuri to Ambeghargaon (Poona-Násik road).	61	0	.....		61	0	Unknown ...	9,667	
	Total, Poona District ...	70	0	1	0	71	0	.....	...	
Sholápur ...	Portion of Poona-Hyderabad road from the Bhima river to Tandulvádi	75	0	.....		75	0	4,125	8,912	
	Sholápur-Takli road	19	0	.....		19	0	6,052	3,465	
	Kuslumb-Yermala road	8	0	.....		8	0	3,125	1,239	
	Cantonment roads, Sholápur	4	2,640	.....		4	2,640	5,089	1,402	
	Total, Sholápur District ...	106	2,640	.....		106	2,640	.....	...	
Khándesh ...	Dhulia-Surat road from Dhulia to Sakri ...	32	0	.....		32	0	6,994	7,197	Portion of this road from Dhulia to beyond the Sondwa nála has lately been metalled (4 miles)
	Roads connecting Government buildings at Bhusával...	0	2,640	.....		0	2,640	1,614	466	
	Cross Road at Málegaon	3	1,760	.....		3	1,760	Unknown ...	958	
	Total, Khándesh District ...	35	4,400	.....		35	4,400	.....	...	
	Carried over, Totals of I, II & III ...	3,381	1,592	21	2,640	3,402	4,232	.....	...	
		2,395	4,479	20	2,640	2,416	1,839	.....	...	

Executive charges.	Classification and names of roads.	Length in miles. Completed.		In progress.		Total.		Average total cost of construction per mile.	Average annual cost of maintenance and repairs in the last five years.	Remarks.
		Ms.	ft.	Ms.	ft.	Ms.	ft.	Rs.	Rs.	
	Brought over ...	2,395	4,479	20	2,640	2,416	1,839	.....	...	
		3,381	1,592	21	2,640	3,402	4,232	.....	...	
	IV.—MURAM ROADS DRAINED THROUGHOUT, BUT THE LARGE RIVERS NOT BRIDGED—*continued.*									
	CENTRAL DIVISION—*continued.*									
Ahmednagar ...	Road from Ahmednagar to Pimpalgaon (Ahmednagar-Málegaon road).	66	0	.....		66	0	Unknown ...	11,142	
	Road from Jamgaon on the Kolhar-Bari road to Kotul.	.....		10	0	10	0	1,655	...	In progress.
	Road from Randha on the Kolhar-Bari road to Samrad.	.....		9	0	9	0	1,713	...	Do.
	Total, Ahmedangar District ...	66	0	19	0	85	0	.....	...	
	TOTAL, CENTRAL DIVISION ...	278	1,760	20	0	298	1,760	.....	...	
	TOTAL, IV.—MURAM ROADS DRAINED THROUGHOUT, BUT THE LARGE RIVERS NOT BRIDGED ...	1,051	2,393	20	0	1,071	2,393	.....	...	
	V.—VILLAGE OR CLEARED ROADS.									
	NORTHERN DIVISION.									
Ahmedabad ...	Road from Ahmedabad to Hársol	38	0	.....		38	0	2,609	1,854	Constructed from Imperial Funds and repaired from Provincial Funds Partly drained and bridged.
	Total, Ahmedabad District ...	38	0	.....		38	0	.....	...	
	Total, Northern Division ...	38	0	.....		38	0	.....	...	
	SOUTHERN DIVISION.									
Dhárwár ...	Anmode-Hemadgi road...	6	0	... ..		6	0	Unknown ...	1,977	A short length in miles Nos. 38 and 39 is metalled. Drains are not built on this road.
	Road from Hubli to the river Málprabha at Knur	47	0	.....		47	0	4,670	6,027	A short length of 1½ miles metalled from Dandur Station and Hetsur village, and also from Hubli to Kusugal, a distance of 6½ miles.
	Total, Dhárwár District ...	53	0	.....		53	0	.....	...	

Kánara...	Road from Yelláptir to Haliyál ...	...	27	0	.....	27	0	2,017	6,899	
	Kundal Ghát approach...	...	9	0	.....	9	0	Unknown ...	549	
	Dhokarpa Ghát approach	...	7	2,640	.....	7	2,640	Do. ...	332	
	Kuveshi Ghát approach	...	11	0	.....	11	0	Do. ...	328	
	Diggy Ghát approach ...	...	20	2,640	.....	20	2,640	Do. ...	1,508	
	Road from Karka to Samzoda *viâ* Dandeli and Poteli ...	...	19	0	.....	19	0	Do. ...	908	
	Road from Yellápur to Ganeshgudi and Barboli.		19	0	.....	19	0	Do. ...	856	
	Total, Kánara District	...	113	0	.....	113	0	... ..	...	
	TOTAL, SOUTHERN DIVISION	...	166	0	.....	166	0	.....	...	
	CENTRAL DIVISION.									
Ahmednagar	Road from Málegaon to Ambit ...	...	11	0	.....	11	0	1,095	313	Average for 3 years. Out of 16 miles as shown in the estimate, only 11 miles have been completed. This road is partly constructed from Provincial, and partly from Local, Funds. Repairs commenced from 1889-90.
	Total, Ahmednagar District	...	11	0	.....	11	0	.....	...	
Khándesh	Dhulia-Surat road from Sákri to Pakhari	...	50	0	.....	50	0	.....	2,030	The portion below the Kondabari Ghát is cleared annually.
	Total, Khándesh District	...	50	0	.....	50	0	.....	...	
Násik ...	Road from Karanjalé to Hársul ...	...	18	0	.....	18	0	Unknown ...	803	A road for administrative purposes only; little or no traffic.
	Nanasighát road	...	3	3,960	.....	3	3,960	Do. ...	437	
	Total, Násik District	...	21	3,960	.....	21	3,960	.....	...	
	TOTAL, CENTRAL DIVISION	...	82	3,960	.....	82	3,960	.....	...	
	SIND DIVISION.									
Begàri Canals	Road from Jacobabad to Khaira Garhi	...	33	0	.....	33	0	Unknown ...	411	
	Total, Begári Canals	...	33	0	.....	33	0	.....	...	
	TOTAL, SIND DIVISION	...	33	0	.....	33	0	.....	...	
	TOTAL, V.—VILLAGE OR CLEARED ROADS	...	319	3,960	.....	319	3,960	.....	...	
	GRAND TOTAL, PROVINCIAL ROADS	...	3,767	272	40 2,640	3,807	2,912	.....	...	
	TOTAL OF I, II, III, IV & V	...	3,767	272	40 2,640	3,807	2,912	.....	...	

ABSTRACT OF PROVINCIAL ROADS.

	I.—ROADS METALLED, BRIDGED AND DRAINED THROUGHOUT.				II.—ROADS METALLED AND DRAINED THROUGHOUT, BUT THE LARGE RIVERS NOT BRIDGED.				III.—MURAM ROADS BRIDGED AND DRAINED THROUGHOUT.				IV.—MURAM ROADS DRAINED THROUGHOUT, BUT THE LARGE RIVERS NOT BRIDGED.				V.—VILLAGE OR CLEARED ROADS.			
	PROVINCIAL.				PROVINCIAL.				PROVINCIAL.				PROVINCIAL.				PROVINCIAL.			
	Length in miles.				Length in miles.				Length in miles.				Length in miles.				Length in miles.			
	Completed.		In progress.		Completed.		In progress.		Completed.		In progress.		Completed.		In progress.		Completed.		In progress.	
	Ms.	ft.	Ms.	ft.	Ms.	ft.	Ms.	ft.	Ms.	ft.	Ms.	ft.	Ms.	ft.	Ms.	ft.	Ms.	ft.	Ms.	ft.
Northern Division	119	2,519	13	0	95	0	.....		16	2,640	.....		9	2,640	.....		38	0	.....	
Southern Division	856	497	.....		143	1,320	.....		348	1,304	7	2,640	763	3,273	.....		166	0	.....	
Central Division	226	2,799	.....		556	3,960	.....		29	0	.....		278	1,760	20	0	82	3,960	.....	
Sind Division	5	0	.....		.....		.....		.....		.....		.....		.....		33	0	.....	
Total ...	1,207	535	13	0	795	0	.....		393	3,944	7	2,640	1,051	2,393	20	0	319	3,960	.....	

	LENGTH IN MILES.							
	Completed.		In progress.		Total.		Grand Total.	
	Ms.	ft.	Ms.	ft.	Ms.	ft.	Ms.	ft.
Imperial Roads	*See* Remarks on Statement.							
Provincial Roads I, II, III, IV & V ...	3,767	272	40	2,640	3,807	2,912	3,807	2,912

Statement showing the Mileage, &c., and Progress of LOCAL FUND ROADS maintained by the Public Works Department in the Bombay Presidency for the year 1891-92.

Executive Districts.	Classification and names of roads.	Length in Miles. Completed.		In progress.		Total.		Average total cost of construction per mile.	Average annual cost of maintenance and repairs in the last five years.	Remarks.
	I.—ROADS, METALLED, BRIDGED AND DRAINED THROUGHOUT.	Ms.	ft.	Ms.	ft.	Ms.	ft.	Rs.	Rs.	
	NORTHERN DIVISION.									
Ahmedabad ...	Road from Bávla to near the Sábarmati Railway Station *viâ* Ahmedabad	24	0	.....		24	0	4,814	9,854	Constructed from Bávla to Ahmedabad from Imperial Funds, and the remaining portion from Local Funds.
	Road from Sárkhej to Sánand	9	0	.....		9	0	7,572	3,789	
	Road from Sánand to Sánand Railway Station .	2	2,640	.....		2	2,640	8,857	1,136	
	Road from Ahmedabad to Báreja	.....		11	0	11	0	10,511	(*a*)488	In progress. (*a*) Actual for two years.
	Total, Ahmedabad District ...	35	2,640	11	0	46	2,640	.....	...	
Kaira and Panch Maháls.	Road from Kaira to Mehmadabad, including a branch to the Collector's bungalow at Kaira *viâ* Camp	11	660	.....		11	660	8,152	3,998	
	Road from Kaira to Sábarmati river, including a branch to Náika from Vásna	14	3,960	.....		14	3,960	6,112	5,377	
	Road from Vásad to Borsad	11	660	.....		11	660	11,016	4,144	
	Road from Anand to Petlád	3	2,640	.....		3	2,640	7,537	600	
	Road from Nadiád to Kapadvanj	27	0	.....		27	0	13,391	4,701	17 miles are metalled with kunker as well as covered with a layer of stone metal, and the remaining 10 miles are embanked and bridged only, but not metalled.
	Road from Dákor to Kapadvanj	20	0	.....		20	0	6,766	6,126	
	Road from Bárejri Railway Station to Náika ...	14	1,320	.....		14	1,320	6,857	5,047	
	Road from Limkheda to Jhálod	25	0	.....		25	0	5,748	5,935	
	Road from Godhra to Dohad, including a branch to Báriya from Ashádi	53	0	.....		53	0	12,514	16,739	
	Carried over ...	179	3,960	.....		179	3,960	.....	...	
		35	2,640	11	0	46	2,640	.....	...	

LOCAL FUND ROADS—*continued.*

Executive Districts.	Classification and names of roads.	Length in miles. Completed.	In progress.	Total.	Average total costof construction per mile.	Average annual cost of maintenance and repairs in the last five years.	Remarks.
		Ms. ft.	Ms. ft.	Ms. ft.	Rs.	Rs.	
	Brought over ...	35 2,640	11 0	46 2,640	.....	...	
		179 3,960	.....	179 3,960	.....	...	
	I.—ROADS, METALLED, BRIDGED AND DRAINED THROUGHOUT—*continued.*						
Kaira and Panch Mahals—*continued.*	Road from Nadiád to Wásna, including branches to Shedhi Bridge near Kaira *viâ* Ratanpur from Mátar and Saudhán	18 2,640	.....	18 2,640	6,180	4,735	
	Road from Petlad to Cambay	.....	5 4,875	5 4,875	8,975	...	
	Total, Kaira and Panch Mahals Districts ...	198 1,320	5 4,875	204 915	.....	...	
Surat and Broach.	Road from Bilimora to Chikhli (in British Territory)	2 2,640	.....	2 2,640	10,205	1,000	Completed at a cost of Rs. 61,234 from Provincial and Local Funds.
	Road from Anklesvar to Hánsot, Broach Collectorate	13 2,640	.....	13 2,640	16,135	4,000	Completed at a cost of Rs. 2,13,788 and maintained from Local Funds.
	Road from Anklesvar to Bari Batha, Broach Collectorate	3 0	.....	3 0	10,715	900	Completed at a cost of Rs. 32,145 and maintained from Local Funds.
	Road from Kim to Turkeshvar and thence to Mándvi	9 0	.....	9 0	10,443	4,100	This road is 27 miles long and is divided into three sections of 9 miles each. The first section is metalled and completed at a cost of Rs. 93,987.
		18 0	.....	18 0	Unknown...		
	Total, Surat and Broach Districts ...	46 0	.....	46 0	.....	...	
	Road from Sanjan Railway Station to Sanján Bandar	2 2,640	.....	2 2,640	Unknown...	...	
	Road from Virár to Agáshi	3 2,640	.....	3 2,640	17,302	858	
	Road from Bándra to Ghodbandar... ...	18 1,320	.....	18 1,320	Unknown...	8,000	
	Road from Kandiwli to Bándra, Ghodbandar ...	0 2,800	.....	0 2,800	.....	231	
	Road from Málád to Bándra, Ghodbandar road .	0 3,960	.....	0 3,960	.....	...	
	Road from Chinchavli to Bándra, Ghodbandar road	0 1,600	.....	0 1,600	.....	...	

Thána ...	...	Road from Goregaŏn Railway Station to Bándra, Ghodbandar road	0	1,690	.....	0	1,690	3,568	...
		Road from Kondivtey to Kurla, Versáva road...	0	2,100	.....	0	2,100	Unknown ...	...
		Road from Saki to Vehár	3	0	.....	3	0	Do. ...	510
		Road from Sion to Trombay	6	0	.....	6	0	Do. ...	1,975
		Road from Vadávli to Sion, Trombay ...	0	2,800	.....	0	2,800	Do. ...	...
		Road from Maroli to Ghátcoper	1	4,320	.....	1	4,320	Do. ...	300
		Bhándúp Station road	0	1,000	.....	0	1,000	Do. ...	...
		Road from Bhiwndi to Kom	5	0	.....	5	0	Do. ...	...
		Road from Vevji to Umbargaon	3	1,320	.....	3	1,320	1,516	500
		Road from Dáhánu Railway Station to Powda Creek	1	1,320	.....	1	1,320	Unknown ...	207
		Road from Boisar to Tárápur and Chinchni ...	7	2,640	.....	7	2,640	20,566	1,499
		Road from Pápdi to Khárághoda	5	1,320	.....	5	1,320	13,687	1,190
		Road from Kurla to Versova	6	2,640	.....	6	2,640	Unknown ...	1,466
		Road from Kurla to Kule Kalyán	0	1,600	.....	0	1,600	Do. ...	...
		Road from Ghátkoper to Chahul	6	2,640	.....	6	2,640	Do. ...	758
		Povai road...	1	2,520	.....	1	2,520	Do. ...	1,600
		Pokhran road	4	1,320	.....	4	1,320	Do. ...	503
		Road from Chowk to Karjat	6	0	.....	6	0	11,491	...
		Total, Thána District ...	85	1,950	.....	85	1,950	.....	...
		TOTAL, NORTHERN DIVISION ...	365	630	16 4,875	382	225	.....	...
		SOUTHERN DIVISION.							
Sátára ...	...	Wái-Wáthár road	18	0	.....	18	0	7,103	4,944
		Sátára-Pádli road	10	0	.....	10	0	9,309	2,697
		Wái-Panchvád road	8	0	.....	8	0	1,925	1,407
		Total, Sátára District ...	36	0	.....	36	0	.....	...
		TOTAL, SOUTHERN DIVISION ...	36	0	.....	36	0	.....	...
		CENTRAL DIVISION.							
Poona ...	...	Road from Junnar to Náráyangaon ...	9	0	.....	9	0	Unknown ...	1,282
		Road from Poona to Álandi	9	0	.....	9	0	Do. ...	1,678
		Total, Poona District ...	18	0	.....	18	0	.....	...
		Carried over ...	419	630	16 4,875	436	225	.....	...

LOCAL FUND ROADS—*continued.*

Executive Districts.	Classification and names of roads.	Length in miles. Completed.	In progress.	Total.	Average total cost of construction per mile.	Average annual cost of maintenance and repairs in the last five years.	Remarks.
	Brought over ...	Ms. ft.	Ms. ft.	Ms. ft.	Rs.	Rs.	
	1.—ROADS, METALLED, BRIDGED AND DRAINED THROUGHOUT—*continued.*	419 630	16 4,875	436 225	.....	...	
	CENTRAL DIVISION—continued.						
Khándesh ...	Sávda-Gatha road	3 0	.....	3 0	9,649	1,727	
	Total, Khándesh District ...	3 0	.....	3 0	.....	...	
	Total, CENTRAL DIVISION ...	21 0	.....	21 0	.....	...	
	TOTAL, I.—ROADS METALLED, BRIDGED AND DRAINED THROUGHOUT ...	422 630	16 4,875	439 225	.....	...	
	II.—ROADS, METALLED AND DRAINED THROUGHOUT, BUT THE LARGE RIVERS NOT BRIDGED. NORTHERN DIVISION.						
Ahmedabad ...	Road from Dhandhuka to Gogo (Portion in British Territory)	34 0	.....	34 0	*18,980	3,834	*This includes the cost of improvements lately sanctioned by the District Local Board for a portion of road 6 miles in length from Dhandhuka to Tagdi.
	Road from Dhandhuka to Ránpur... ...	18 0	.....	18 0	4,860	3,180	Constructed from Imperial Funds, but now repaired from Local Funds.
	Portion of road from Ahmedabad to Dholka ...	8 0	.....	8 0	4,313	†3,774	†Average for 3 years.
	Total, Ahmedabad District ...	60 0	.....	60 0	.....	...	
Surat and Broach.	Road from Broach to Jambusar	29 0	.....	29 0	18,711	6,000	Completed at a cost of Rs. 5,42,620.
	Total, Surat and Broach Districts ...	29 0	.....	29 0	.....	...	

Thána ...	Road from Bhayndar to Utan	4	0	2	2,640	6	2,640	5,204	5,000	In progress.
	Road from Malad to Merwa	3	2,640	.....		3	2,640	6,427	†727	† Metalling remains to be done.
	Road from Bhiwndi to Váda, 1st and 2nd sections	25	0	.....		25	0	5,844	7,000	
	Road from Kalyán to Málsej Ghát... ...	35	0	.....		35	0	6,388	12,000	
	Road from Thána to Ghodbandar	7	1,320	.....		7	1,320	Unknown ...	1,900	
	Total, Thána District ...	74	3,960	2	2,640	77	1,320	.....	...	
	TOTAL, NORTHERN DIVISION ...	163	3,960	2	2,640	166	1,320	.....	...	
	SOUTHERN DIVISION.									
Bijápur ...	Road from Hungund to Ilkal	.....		8	0	8	0	3,278	...	Large nálas are provided with Irish bridges, *i.e.* dips.
	Guledgud-Katigeri road	6	2,640	.....		6	2,640	4,504	‡880	‡ Average for 4 years only.
	Bágalkot-Hungund road	27	2,640	.....		27	2,640	2,437	3,919	This road is metalled out of current repair grant
	Total, Bijápur District ...	34	0	8	0	42	0	.....	...	
	TOTAL, SOUTHERN DIVISION ...	34	0	8	0	42	0	.....	...	
	CENTRAL DIVISION.									
Poona ...	Road from Poona to Páud	17	2,640	.....		17	2,640	Unknown ...	3,292	
	Road from Poona to Singhar Fort... ...	13	0	.....		13	0	Do. ...	2,246	
	Total, Poona District ...	30	2,640	.....		30	2,640	.....	...	
Khándesh ...	Shirpur Branch Road	1	2,640	.....		1	2,640	.....	§146	Metalling recently completed at a cost of Rs. 3,658. Lately brought under Public Works Department charge. Original cost of construction unknown.
	Total, Khándesh District ...	1	2,640	.....		1	2,640	.....	...	§ First year's repairs only.
	TOTAL, CENTRAL DIVISION ...	32	0	.....		32	0	.....	...	
	TOTAL, II.—ROADS METALLED AND DRAINED THROUGHOUT, BUT THE LARGE RIVERS NOT BRIDGED ...	229	3,960	10	2,640	240	1,320	.....	...	
	Carried over ...	651	4,590	27	2,235	679	1,545	.....	...	
	Carried over Totals, I and II ...	651	4,590	27	2,235	679	1,545	.....	...	

Executive Districts.	Classification and names of roads.	Length in miles. Completed. Ms.	ft.	In progress. Ms.	ft.	Total. Ms.	ft.	Average total cost of construction per mile.	Average annual cost of maintenance and repairs in the last five years.	Remarks.
	Brought over ...	651	4,590	27	2,235	679	1,545	.....	...	
		651	4,590	27	2,235	679	1,545	.....	...	
	III.—MURAM ROADS, BRIDGED AND DRAINED THROUGHOUT.									
	Northern Division.									
Kaira and Panch Mahals.	Road from Godhra to Khakhria	22	2,640	.....		22	2,640	9,894	1,211	
	Road from Kákal to Jámbughoda... ...	27	0	.....		27	0	971	780	
	Total, Kaira & Panch Mahals District ...	49	2,640	.....		49	2,640	.....	...	
Surat and Broach.	Road from Bulsár to Dharampor	15	1,320	.....		15	1,320	5,545	3,500	Completed at a cost of Rs. 83,277 and maintained from Local Funds.
	Road from Majura gate to Bhurthana in Chorási Táluka	1	2,640	.....		1	2,640	2,700	...	Completed at a cost of Rs. 4,045 by Public Works Department from Local Funds and is maintained by Civil Agency.
	Road from Ránder to Olpád	8	2,640	.....		8	2,640	10,805	2,500	Completed at a cost of Rs. 86,411 and maintained from Local Funds.
	Road from Surat to Sachín in British Territery.	3	2,640	.....		3	2,640	Unknown ...	2,000	Completed and maintained from Local Funds.
	Road from Surat to Sachin in Sachín State Territory	4	0	.....		4	0	Do. ...		Completed and maintained by the Sachin State.
	Road from Chikhli to Bánsda in British Territory	10	2,640	.....		10	2,640	1,608	1,850	Constructed and maintained from Local Funds.
	Road from Bulsár to Párdi *vid* Par river ...	6	2,640	.....		6	2,640	Unknown ...	1,500	Do. do.
	Road from Hope Bridge to Bhatta in Chorási Táluka of the Surat Collectorate... ...	4	2,640	.....		4	2,640	750	700	Do. do.
	Road from Dumas Kentish Junction to Gavier .	4	2,640	.....		4	2,640	Unknown ...	2,000	Do. do.
	Total, Surat and Broach Districts ...	58	3,960	.....		58	3,960	.....	...	
Thána ...	Road from Govindi to Sion Trombay ...	3	0	.....		3	0	Unknown ...	115	
	Road from Bhándup to Vehár	2	2,640	.....		2	2,640	Do. ...	258	
	Total, Thána District ...	5	2,640	.....		5	2,640	.....	...	
	Total, Northern Division ...	113	3,960	.....		113	3,960	.....	...	

	SOUTHERN DIVISION.								
Belgaum ...	Bágevádi-Saundatti road—	34	0	.....	34	0	Not known.	5,136	No repairs executed. Completed in 1891-92.
	Road from Hukĕri to Gokák	18	2,640	.....	18	2,640	9,928	—	
	Total, Belgaum District ...	52	2,640	.....	52	2,640	.....	...	
Dhárwár ...	Navalgund-Annígeri road	11	2,640	.....	11	2,640	9,585	2,072	Improvements were completed in 1890-91. The road is being metalled.
	Dhárwár-Haliyál road	17	556	.....	17	556	1,285	2,341	
	Totat, Dhárwár District ...	28	3,196	.....	28	3,196	.....	...	
Ratnágiri and Kolába.	Road from Alíbág to Rewas	15	0	.....	15	0	10,033	2,509	
	Road from Roha to Kolad	7	1,320	.....	7	1,320	Unknown ...	1,002	
	Road over Mutholi Khind (section of Indápur and Tale road)	2	1,320	.....	2	1,320	7,585	448	The road was completed in 1884-85, and the average annual cost of maintenance given is for the last four years.
	Portion of Pen-Panvel road between Dusvi fort and Kalhe Khind	3	2,640	.....	3	2,640	4,856	685	The average cost of maintenance is for four years.
	Road from Salao to Korlai	2	1,090	.....	2	1,090	2,428	..	
	Total, Ratnágiri and Kolába Districts ...	30	1,090	.....	30	1,090	.....	...	
	TOTAL, SOUTHERN DIVISION ...	111	1,646	.....	111	1,646	.....	...	
	CENTRAL DIVISION.								
Ahmednagar ...	Road from the village of Belwandi to the Belwandi Railway Station	3	1,320	.....	3	1,320	4,940	258	
	Road from Shrigonda to Mádha-Vadgaon on the Dhond road *viâ* Pimpri Railway Station .	7	3,960	.....	7	3,960	4,099	996	This road was shown in the last return in two separate portions, *viz.*, Pimpri to Shrigonda 4½ miles, and Pimpri to Mádha Vadgaon 3¼ miles.
	Road from Khadkę on Nagar Toka road to Belápur Railway Station *viâ* Nevása ...	24	0	.....	24	0	6,563	755	Average for three years.
	Road from the town of Belápur to the Belápur Railway Station	4	0	.....	4	0	3,829	545	
	Road to the Railway Station at Belápur ...	14	0	.....	14	0	3,574	693	
	Road from Rahatta on the Nagar-Málegaon road to the Railway Station at Chitale ...	10	0	.....	10	0	4,405	1,350	
	Carried over ...	63	0	.....	63	0	.....	...	
		876	4,916	27 2,235	904	1,871	.....	...	
	Carried over Totals, I and II ...	651	4,590	27 2,235	679	1,545	.....	...	

Executive Districts.	Classification and names of roads.	Length in Miles. Completed.		In progress.		Total.		Average total cost of construction per mile.	Average annual cost of maintenance and repairs in the last five years.	Remarks.
		Ms.	ft.	Ms.	ft.	Ms.	ft.	Rs.	Rs.	
		651	4,590	27	2,235	679	1545	.....	...	
	Brought over ...	876	4,916	27	2,235	904	1,871	.....	...	
		63	0	.....		63	0	.....	...	
	III.—MURAM ROADS, BRIDGED AND DRAINED THROUGHOUT—*continued.*									
	CENTRAL DIVISION—*continued.*									
Ahmednagar—*continued.*	Road from Kopargaon on the Nagar-Málegaon road to the Railway Station at Signápur ...	2	1,320	.....		2	1,320	4,965	454	
	Ráhuri feeder roads (comprising road from Ráhuri to the Ráhuri Railway Station, road connecting the Nagar-Málegaon road and Ráhuri feeder road, and road connecting the Ráhuri feeder road and the dharamshála at the Ráhuri Railway Station).	3	0	.....		3	0	3,545	807	
	Road from Khospuri on the Nagar-Páithan road to Ismálpur on the Nagar-Malegaon road *viá* Vámbori Railway Station.	12	0	.....		12	0	4,685	434	This road was shown in the last return in three separate portions.
	Road from Tisgaon on the Nagar-Shevgaon road to the village of Páthardi	7	1,320	.....		7	1,320	3,279	298	Average for one year.
	Road from Kolhar on the Nagar-Málegaon road to the Bári Ghát	65	0	.....		65	0	2,711	8,189	
	Road from Nagar to Bábulgaon and thence to Takle-Khandeshwar on the Kharda-Shrigonda road	40	0	.....		40	0	.....	4,766	
	Road from Supa on the Nagar Sirúr road to Pimpalgaon Deepa	42	0	.....		42	0	.....	3,805	Average for one year. These two roads were shown in the last return as one road.
	Road from Nagar to Pathardi	30	2,640	.....		30	2,640	.....	2,993	
	Road from Tisgaon to Shevgaon	15	0	.....		15	0	.....	620	Average for three years.
	Road from Karjat to Chincholi on the Karda-Shrigonda road	7	0	.....		7	0	.....	719	Average for four years.
	Road from Nagar to Jámkhed	47	0	.....		47	0	.....	3,746	
	Road from Párner to Chincholi	5	0	.....		5	0	.....	455	
	Road from Jámkhed to Moho Ghát ...	5	0	.....		5	0	.....	1,199	Average for one year.
	Road from Shrigonda to Kashti	8	0	.....		8	0	.....	2,050	

	Road from Kharda to Shrigonda (up to Khadkat).	30	0	... ..	30	0	.....	7,292	
	Road from Supa on the Nagar-Sirúr road to the Railway Station at Sárola	7	0	.....	7	0	.....	436	
	Road from Shendi on the Nagar-Paithan road to Vámbori	8	0	.....	8	0	.....	540	
	Moho Ghát Road	1	0	.....	1	0	.....	877	
	Road from Vilád Station to Nagar-Málegaon road.	0	495	.....	0	495	*139	...	*This expenditure on ¾ furlong.
	Total, Ahmednagar District ...	398	495	.....	398	495	.....	...	
Sholápur ...	Road from Jeur to Karmála	11	0	.....	11	0	4,917	1,320	
	Total, Sholápur District ...	11	0	.....	11	0	4,917	1,320	
	TOTAL, CENTRAL DIVISION ...	409	495	.....	409	495	.....	...	
	TOTAL, III.—MURUM ROADS BRIDGED AND DRAINED THROUGHOUT ...	634	821	.....	634	821	.....	...	
	IV.—MURAM ROADS DRAINED THROUGHOUT, BUT THE LARGE RIVERS NOT BRIDGED.								
	NORTHERN DIVISION.								
Kaira and Panch Mahals ...	Road from Godhra to Shera	14	0	.....	14	0	3,552	715	
	Road from Oorwáda *viâ* Morwa to Sunth Frontier	20	0	.....	20	0	3,641	1,028	
	Total, Kaira and Panch Mahals Districts ...	34	0	.....	34	0	.....	...	
Thána ...	Road from Máhim to Váda	21	0	13 0	34	0	2,922	3,400	Under construction. 21 miles completed and 10 miles metalled. 8 miles earth-work have been completed.
	Road from Borovli to Gorai	4	2,640	.....	4	2,640	3,546	851	One mile metalled.
	Road from Nirmal to Girinj	1	920	.....	1	920	1,703	200	
	Road from Kulwa to Belápur	7	1,320	7 3,960	15	0	2,541	898	In progress.
	Road from Kalyan to Dhysar	6	0	3 0	9	0	4,656	560	Do.
	Total, Thána District ...	39	4,880	23 3,960	63	3,560	.....	...	
	TOTAL, NORTHERN DIVISION ...	73	4,880	23 3,960	97	3,560	.....	...	
	Carried over ...	1,359	5,011	51 915	1,411	646	.....	...	
	Carried over Total of I, II and III ...	1,286	131	27 2,235	1,313	2,366	.....	...	

Executive Districts.	Classification and names of roads.	Length in miles. Completed.		In progress.		Total.		Average total cost of construction per mile.	Average annual cost of maintenance and repairs in the last five years.	Remarks.
		Ms.	ft.	Ms.	ft.	Ms.	ft.	Rs.	Rs.	
	Brought over ...	1,286	131	27	2,235	1,313	2,366	.....	...	
		1,359	5,011	51	915	1,411	646	.....	...	
	IV.—MURAM ROADS DRAINED THROUGHOUT, BUT THE LARGE RIVERS NOT BRIDGED—*continued.*									
	Southern Division.									
Belgaum ...	Road from Athni to Kágvád	24	0	.....		24	0	Unknown ...	2,081	
	Road from Gotur to Tásgaon	47	0	.....		47	0	Do. ...	2,641	Not drained throughout.
	Road from Sunkeshwar to Hukeri... ...	9	0	.....		9	0	Do. ...	1,582	
	Road from Saundatti to Dhárwár	10	0	.....		10	0	Do. ...	...	In progress.
	Road from Munoli to Saundatti	6	1,320	.....		6	1,320	Do. ...	...	Do.
	Total, Belgaum District ...	96	1,320	.....		96	1,320	.....	...	
Bijápur ...	Muddebihál-Almatti road	19	2,640	.....		19	2,640	4,372	2,915	Average for three years.
	Road from Indi to Indi Road Station ...	3	2,640	.....		3	2,640	3,448	695	
	Bijápur-Sindgi road	35	2,640	.....		25	2,640	Unknown ...	3,884	
	Sholápur-Bellary road, portion from Halsangi to Hungund	92	2,640	.....		92	2,640	Do. ...	3,898	The average cost of repair is for two years only, *i.e.*, for 1890-91 and 1891-92. Before that the road was not in charge of this Department.
	Total, Bijápur District ...	151	0	.....		151	0	.....	...	
Dhárwár ...	Masur-Mundargi road	43	2,640	.....		43	2,640	741	4,139	Out of the whole length, about 3 miles are unmade. The road is partially provided with masonry drains. During 1890-91 a short length, *viz.*, 2,928 sq. ft., was newly constructed.
	Pálla-Bádámi road	78	0	.....		78	0	1,860	6,320	The first section of the road from Yelvigi to Bankápur is metalled, bridged and drained, with the exception of the portions in Savanur State. The remaining portion of this road is partially provided with masonry drains and bridges.
	Tadas-Gundi road	34	2,640	.....		34	2,640	Unknown ..	4,022	The road is partially provided with masonry drains and one large river is bridged.
	Harihar-Samasgi road	51	1,320	.....		51	1,320	Do. ...	5,668	The road is partially provided with masonry drains.

	Byádgi-Havasbhávi road	10	3,960	.....	10	3,960	2,240	1,091	
	Dhárwár-Saundatti road	13	1,425	.....	13	1,425	2,312	1,972	The whole length of this road is metalled except two furlongs in mile No. 14.
	Total, Dhárwár District ...	231	1,425	.....	231	1,425	.....	...	
Sátára	Sátára-Pandharpur road (within the limits of the Sátára District)	60	0	.....	60	0	1,277	9,000	Partly metalled. Not fully drained throughout.
	Sátára-Lonand (portion of the old Sátára-Poona road from Waduth to Níra River) ...	27	0	.....	27	0	753	4,052	In process of being metalled.
	Sátára-Tásgaon road	64	0	.....	64	0	722	5,109	
	Malhárpeth-Pandharpur road (within the limits of the Sátára District)	54	0	.....	54	0	879	6,190	
	Karád-Tásgaon road	35	0	.....	35	0	2,345	2,630	Partly metalled.
	Peth-Sángli road	20	0	.....	20	0	4,795	2,846	In process of being metalled.
	Pusegaon-Vadúj road	12	0	.....	12	0	2,264	400	
	Tásgaon-Ashta road	6	0	.....	6	0	3,584	...	Murammed. To be metalled.
	Total, Sátára District ...	278	0	.....	278	0	.....	...	
	TOTAL, SOUTHERN DIVISION ...	756	2,745	.....	756	2,745	.....	...	
	CENTRAL DIVISION.								
Sholápur ...	Road from Bársi Road Station to Pandharpur...	30	0	.....	30	0	3,706	5,997	
	Road from Pandharpur to Janoni	41	0	.....	41	0	1,220	4,919	
	Total, Sholápur District ...	71	0	.....	71	0	.....	...	
Poona	Road from Talegaon to Railway Station ...	1	1,320	.....	1	1,320	1,776	212	
	Road from Harapsar to Níra Bridge (old Sátára road)	30	4,224	.....	30	4,224	3,483	4,861	In process of being metalled.
	Road from Vadgaon to Shikrápur	33	0	.....	33	0	2,586	5,125	
	Road from Kárli Railway Station to Bombay Mail road...	1	2,640	.....	1	2,640	691	149	
	Road from Pátas to Pátas Railway Station ...	3	1,320	.....	3	1,320	Unknown ...	399	
		69	4,224	.....	69	4,224	.....	...	
	Carried over ...	2,187	2,476	51 915	2,238	3,391	.....	...	
	Carried over Total of I, II and III.	1,286	131	27 2,235	1,313	2,366	.....	...	

Executive Districts.	Classification and names of roads.	Length in Miles. Completed.		In progress.		Total.		Average total cost of construction per mile.	Average annual cost of maintenance and repairs in the last five years.	Remarks.
		Ms.	ft.	Ms.	ft.	Ms.	ft.	Rs.	Rs.	
		1,286	131	27	2,235	1,313	2,366	.....	...	
	Brought over ...	2,187	2,476	51	915	2,238	3,391	.....	...	
		69	4,224	.....		69	4,224	.....	...	
	IV.—MURAM ROADS DRAINED THROUGHOUT, BUT THE LARGE RIVERS NOT BRIDGED—*continued.*									
	CENTRAL DIVISION—*continued.*									
Poona—*continued*	Road from Bárámati to Khanowta	21	0	.....		21	0	Unknown ...	1,999	
	Road from Níra Bridge to Sirúr	55	3,960	.....		55	3,960	Do. ...	5,136	
	Road from Khed to Pábal	12	0	.....		12	0	589	1,199	
	Road from Khed to Bhorgiri	31	0	.....		31	0	Unknown ...	2,384	
	Road from Munchar to Ghoda	8	0	.....		8	0	763	1,262	
	Road from Junnar to Rájur	6	0	.....		6	0	Unknown ...	754	
	Road from Diksál Railway Station to join Sholápur road	1	1,320	.....		1	1,320	315	196	
	Road from Lonávli to foot of Sákarpathár ...	3	0	.....		3	0	Unknown ...	200	
	Road from Yewat Railway Station to join Sholápur road	1	1,320	.....		1	1,320	475	60	
	Road from Loni to Chandgaon	4	0	.....		4	0	Unknown ...	200	
	Road from Chinchvad to Railway Station ...	1	1,320	.....		1	1,320	Do. ...	150	
	Road from Loni to Pábal	15	0	.....		15	0	Do. ...	902	
	Road from Indápur to Bárámati	31	0	.....		31	0	228	3,896	
	Road from the village of Mándwa to the proposed new station on the G. I. P. R. Line ...	0	3,692	.....		0	3,692	2,990	...	
	Total, Poona District ...	260	5,276	.....		260	5,276	.....	...	
Násik ...	Násik-Dindori and Kalvan road	44	0	.....		44	0	4,170	5,214	
	Khándesh and Nizám's Frontier road ...	82	0	.....		82	0	1,530	6,210	
	Satána-Málegaon road...	23	0	.....		23	0	Unknown ...	2,565	
	Násik-Trimbak road	18	0	.....		18	0	2,136	2,312	This first 9 miles are metalled; further metalling is in progress.

	Násik-Wághera road	22	0	.....	22	0	Unknown ...	2,829	
	Ghoti-Bárighát road (from Ubhada to Bárighát)	13	1,320	.....	13	1,320	2,100	1,656	
	Total, Násik District ...	202	1,320	.....	202	1,320	.....	...	
	Station Roads at Dhulia	8	0	.....	8	0	Unknown ...	856	
	Bhusával-Yával road	11	0	.....	11	0	6,919	1,684	1st section 2 miles in length, was constructed from Local Funds. The whole road (Bhusával to Yával), 11 miles in length, is being repaired from Local Funds.
	Nerí-Jámner road	9	0	.....	9	0	Unknown ...	1,296	Originally constructed by Táluka Local Boards.
	Chálisgaon-Outram Ghát road	12	2,640	.....	12	2,640	19,372	3,605	
	Dhulia-Amalner road	7	0	9 2,640	16	2,640	5,330	797	
	Dondaicha-Sháháda road	10	0	7 0	17	0	6,917	1,378	In progress.
	Máheji Station road	2	2,640	.....	2	2,640	Unknown ...	577	
	Erandol-Tápti road	18	2,640	.....	18	2,640	Do. ...	3,960	
	Jalgaon-Neri road	14	0	.....	14	0	Do. ...	3,028	
Khándesh ...	Jalgaon-Dharangaon road	20	0	.....	20	0	4,939	3,967	
	Kajgaon-Párola road	22	0	.....	22	0	6,004	3,923	
	Mhasawad-Dhulia road...	46	0	.....	46	0	Unknown ...	8,823	Portion from Dhulia to Fagna (4½ miles) is metalled.
	Nasirabad-Bhadli road...	1	2,640	.....	1	2,640	4,018	394	
	Páchora-Bhádgaon road	8	2,640	.....	8	2,640	2,385	1,543	
	Songhir-Nandurbár road	45	0	.....	45	0	5,723	1,334	
	Sákri-Pimpalner road	13	2,640	.....	13	2,640	5,954	2,918	Cost taken proportionately to the whole length from Dhulia to Pimpalner, of which Dhulia to Sákri is Provincial.
	Bhadgaon-Talwada road	9	0	.....	9	0	Unknown ...	1,500	
	Cross road at Chálisgaon	1	0	.....	1	0	Do. ...	86	
	Chálisgaon Station road	1	0	.....	1	0	Do. ...	114	
	Junction road at Bhadgaon	.....		1 783	1	783	5,353	...	
	Cross road at Erandol	.....		1 453	1	453	5,205	...	In progress.
	Total, Khándesh District ...	260	0	18 3,876	278	3,876	.....	...	
	TOTAL, CENTRAL DIVISION ...	794	1,316	18 3,876	812	5,192	.....	...	
	TOTAL, IV.—MURAM ROADS DRAINED THROUGHOUT, BUT THE LARGE RIVERS NOT BRIDGED	1,624	3,661	42 2,556	1,667	937	.....	...	
	Carried over ...	2,910	3,792	69 4,791	2,980	3,303	.....	...	
	Carried over, Total of I, II, III and IV ...	2,910	3,792	69 4,791	2,980	3,303	.....	...	

LOCAL FUND ROADS—*continued.*

Executive Districts.	Classification and names of roads.	Length in miles. Completed.	In progress.	Total.	Average total cost of construction per mile.	Average annual cost of maintenance and repairs in the last five years.	Remarks.
		Ms. ft.	Ms. ft.	Ms. ft.	Rs.	Rs.	
	Brought over ...	2,910 3,792	69 4,791	2,980 3,303	.....	...	
		2,910 3,792	69 4,791	2,980 3,303	.....	...	
	V.—VILLAGE OR CLEARED ROADS.						
	NORTHERN DIVISION.						
Ahmedabad ...	Roads from Viramgám to Hansalpur ...	2 0	.....	2 0	1,016	149	Average for two years.
	Total, Ahmedabad District ...	2 0	.....	2 0	.....	...	
Kaira and Panch Mahals.	Road from Godhra to Páli	16 0	.....	16 0	182	166	
	Road from Páli to Bálásinor	8 1,320	.....	8 1,320	1,118	405	
	Total, Kaira and Panch Mahals Districts ...	24 1,320	.....	24 1,320	.....	...	
	TOTAL, NORTHERN DIVISION ...	26 1,320	.....	26 1,320	.....	...	
	SOUTHERN DIVISION.						
Dhárwár ...	Dhárwár-Tadas road	19 2,640	.....	19 2,640	1,890	2,876	Eleven miles and two furlongs of this road are metalled and also short lengths in miles Nos. 12, 13 and 14.
	Tadas-Kargod road	15 1,320	.....	15 1,320	Unknown ...	1,509	
	Navalgund-Ron road	28 0	.....	28 0	6,322	3,501	
	Total, Dhárwár District ...	62 3,960	.....	62 3,960	.....	...	
Kánara ...	Road from Aminhalli to Kumta *viâ* Nilkund Ghát	32 0	.....	32 0	Unknown ...	2,302	
	Road from Yelláp ur to Kodkani *viâ* Sirsi ...	63 0	.....	63 0	Do. ...	5,125	
	Road from Sirsi to Hilloor *viâ* Wadi Ghat ...	32 2,640	.....	32 2,640	Do. ..	1,593	Transfered to Public Works Agency by the Local Board, Kánára, in 1890-91.
	Road from Siddapur to Nilkund	21 0	.....	21 0	Do. ...	1,493	
	Road from Ankola to Madras Frontier, *viâ* Meerjan, Kumta and Honawar	63 0	.....	63 0	Do. ...	4,507	
	Total, Kánára District ...	211 2,640	.....	211 2,640	.....	...	

Bijápur ...	Bijápur-Bagewadi road	24	0	.....	24	0	Do.	3,363	The average cost of repairs is for one year only, *i.e.*, for 1891-92. Before that the roads were not in charge of this Department.
	Bijápur-Indi road	30	0	.....	30	0	Do.	3,082	
	Almel-Pandharpur road, portion from Almel to Shirdhon...	48	0	.....	48	0	.....	2,437	
	Hipargi-Talikot road	30	0	.....	30	0	.....	471	
	Total, Bijápur District ...	132	0	.....	132	0	.....	...	
Sátára	Tásgaon-Pingli road	45	0	.....	45	0	348	2,982	
	Total, Sátára District ...	45	0	.....	45	0	.....	...	
	Total, Southern Division ...	451	1,320	.....	451	1,320	.....	...	
	Central Division.								
Poona	Road from foot of Sakalpáthár to Bhorkas ...	8	2,640	.....	8	2,640	Unknown ...	416	
	Road from Náráyanpur to Kapurwhol ...	7	2,692	.....	7	2,692	782	917	
	Bullock track road from Bhorgiri to Bhimashankar	4	2,246	.....	4	2,246	594	345	
	Total, Poona District ...	20	2,298	.....	20	2,298	.....	...	
Násik	Road from foot of Nánáshighát to Haste ...	6	0	.....	6	0	497	509	
	Road from Haste to Bareh	2	0	2 3,960	4	3,960	5,380	...	Work towards Bareh is in progress.
	Road from Harsul to Goldadi	11	0	.....	11	0	860	786	The estimate of the road provides for drains and dips at Nala crossings. The road is intended for Forests traffic.
	Roads in and about Násik—								
	(1) Cross road near Collector's Bungalow ...	2	0	.....	2	0	Unknown ...	220	Includes Sharanpur Branch.
	(2) Shelbari Ghát road	3	0	.....	3	0	Do. ...	397	
	Cheraibári Ghát road	1	0	.....	1	0	Do. ...	186	
	Total, Násik District ...	25	0	2 3,960	27	3,960	.....	...	
	Carried over ...	3,433	3,450	72 3,471	3,506	1,641	.....	...	
	Carried over Totals of I, II, III and IV ...	2,910	3,792	69 4,791	2,980	3,303	.....	...	

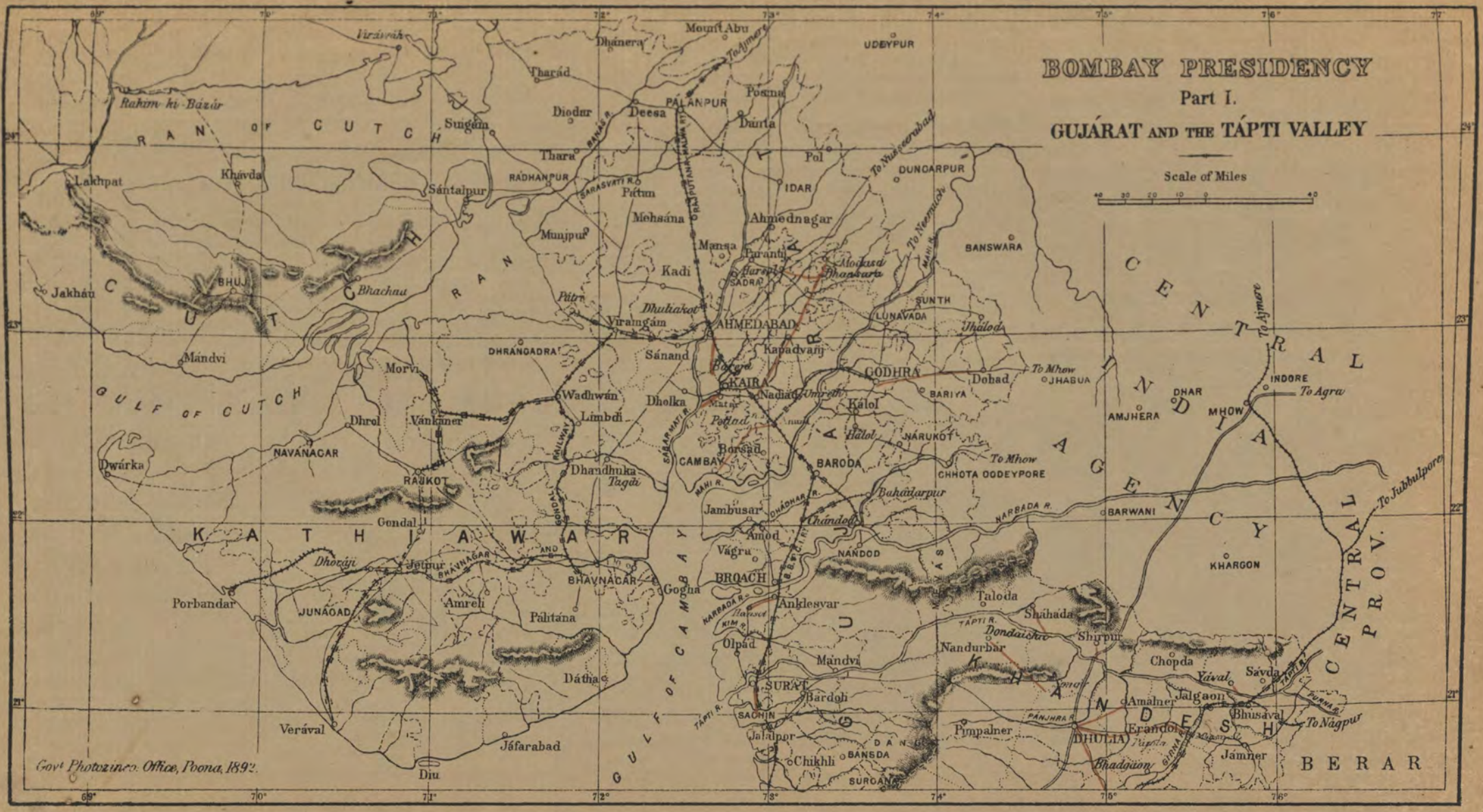
LOCAL FUND ROADS—*continued.*

Executive Districts.	Classification and names of roads.	Length in miles. Completed.	In progress.	Total.	Average total cost of construction per mile.	Average annual cost of maintenance and repairs in the last five years.	Remarks.
		Ms. ft.	Ms. ft.	Ms. ft.	Rs.	Rs.	
	Brought over ...	2,910 3,792	69 4,791	2,980 3,303	.....	...	
		3,433 3,450	72 3,471	3,506 1,641	.....	...	
	V.—VILLAGE OR CLEARED ROADS—*contd.*						
	CENTRAL DIVISION—*continued.*						
Ahmednagar ...	Road from Arangaon on the Nagar-Dhond road to Walki	3 0	.....	3 0	.....	120	Average for four years.
	Road from Párner to Takli *vid* Jamgaon ...	12 0	.....	12 0	.....	578	Do. do.
	Road from Thugaon to Kotul	11 0	.....	11 0	.....	737	Do. do.
	Road from Nevása to Shevgaon *vid* Kukane ...	9 2,640	.....	9 2,640	* 8,169	1,895	Average for one year. * Expended on constructing 5½ miles of this road.
	Panodi Ghát road	1 1,320	.....	1 1,320	.....	804	Average for three years.
	Loni-Sinnar road	24 0	.....	24 0	.....	1,105	Do. do.
	Total, Ahmednagar District ...	60 3,960	.....	60 3,960	.....	...	
	TOTAL, CENTRAL DIVISION ...	106 978	2 3,960	108 4,938	.....	...	
	TOTAL V.—VILLAGE OR CLEARED ROADS	583 3,618	2 3,960	586 2,298	.....	...	
	GRAND TOTAL FOR LOCAL ROADS ...	3,494 2,130	72 3,471	3,567 321	.....	...	
	Totals of I, II, III, IV and V.—Roads ...	3,494 2,130	72 3,471	3,567 321	.....	...	

ABSTRACT OF LOCAL FUND ROADS IN CHARGE OF THE PUBLIC WORKS DEPARTMENT.

Classification and names of roads.	Length in miles.						Remarks.
	Completed.		In progress.		Total.		
	Ms.	ft.	Ms.	ft.	Ms.	ft.	
I.—*Roads, metalled, bridged and drained throughout.*							
Northern Division	365	630	16	4,875	382	225	
Southern do.	36	0	.....		36	0	
Central do.	21	0	.....		21	0	
Total ...	422	630	16	4,875	439	225	
II.—*Roads, metalled and drained throughout, but the large rivers not bridged.*							
Northern Division	163	3,960	2	2,640	166	1,320	
Southern do.	34	0	8	0	42	0	
Central do.	32	0	.....		32	0	
Total ...	229	3,960	10	2,640	240	1,320	
III.—*Muram roads, bridged and drained throughout.*							
Northern Division	113	3,960	.....		113	3,960	
Southern do.	111	1,646	.....		111	1,646	
Central do.	409	495	.....		409	495	
Total ...	634	821	.....		634	821	
IV.—*Muram roads drained throughout, but the large rivers not bridged.*							
Northern Division	73	4,880	23	3,960	97	3,560	
Southern do.	756	2,745	.....		756	2,745	
Central do.	794	1,316	18	3,876	812	5,192	
Total ...	1,624	3,661	42	2,556	1,667	937	
V.—*Village or cleared roads.*							
Northern Division	26	1,320	.....		26	1,320	
Southern do.	451	1,320	.....		451	1,320	
Central do.	106	978	2	3,960	108	4,938	
Total ...	583	3,618	2	3,960	586	2,298	
Grand Total for I, II, III, IV and V.	3,494	2,130	72	3,471	3,567	321	

Note.—The Local Fund Roads in Sind are all in the charge of Civil Officers, not the Public Works Department.


BOMBAY PRESIDENCY
Part I.
GUJÁRAT AND THE TÁPTI VALLEY
Scale of Miles
40 30 20 10 0 40
RAN OF CUTCH
CUTCH
RAN
GULF OF CUTCH
KATHIAWAR
GULF OF CAMBAY
GUJARAT
CENTRAL INDIA AGENCY
CENTRAL PROV.
KHANDESH
BERAR
Lakhpat
Khávda
Rahim ki Bázár
Jakháu
BHUJ
Bhachau
Mándvi
Dwárka
Porbandar
Verával
Diu
Jáfarabad
Dátha
Pálitána
Amreli
JUNÁGAD
Jetpur
Gondal
Dhoráji
NAVÁNAGAR
RAJKOT
Dhrol
Vánkáner
Morvi
Wadhwán
Limbdi
Dhandhuka
Tagdi
DHRÁNGADRA
Viramgám
Sánand
Dholka
Pátri
Dhuliakot
AHMEDABAD
Kapadvanj
Kadi
Munjpur
Mehsána
Pátan
RÁDHANPUR
Thara
Sungám
Diodar
Tharád
Dhánera
Mount Abu
Deesa
PÁLANPUR
Pósina
Dánta
Pol
IDAR
Ahmednagar
Mansa
Parantij
Harsol
SÁDRA
Modasa
Dhansara
SUNTH
LUNAVADA
Jhálod
GODHRA
Dohad
BARIYA
Kálol
Hálol
NÁRUKOT
CHHOTA OODEYPORE
BARODA
Bahádarpur
Chándod
Jambusar
Amod
Vágra
BROACH
Anklesvar
Olpád
Mándvi
SURAT
Bardoli
SACHIN
Jalalpor
Chikhli
BANSDA
SURGANA
Pimpalner
DHULIA
Erandol
Bhadgáon
Amalner
Jalgaon
Bhusával
Jámner
Chopda
Yával
Sávda
Shirpur
Shahada
Taloda
Nandurbar
NÁNDOD
BARWANI
KHARGON
MHOW
INDORE
DHAR
AMJHERA
JHABUA
BANSWARA
DUNGARPUR
UDEYPUR
To Ajmere
To Nusseerabad
To Neemuch
To Mhow
To Agra
To Jubbulpore
To Nágpur
Govt Photozinco. Office, Poona, 1892.

BOMBAY PRESIDENCY
Part II
THE DECCAN, KONKAN AND KARNÁTIC
Scale of Miles
Govt Photozinco Office, Poona, 1892.
SACHIN
DHULIA
Bhusaval
Pimpalner
BANSDA
Chikhli
Jámner
Bulsár
SURGANA
Satána
Malegaon
Bhadgaon
Páchora
Párdi
DHARAMPOR
Kalvan
DAMAN
Ajanta
Chalisgaon
Peint
Chandor
Umbargaon
Dindori
Nándgaon
Niphad
Yeola
Dahanu
NASIK
Kopargaon
Tárapur
JAWHAR
Sinnar
AURANGABAD
Málum
Igatpuri
Sangamner
Vada
Akola
Nevása
Agáshi
Shahápur
Ráhuri
Bassein
Bhiwndi
Shevgaon
Kalyan
Murbad
THANA
Júnnar
Bándra
Panvel
AHMEDNAGAR
BOMBAY
Uran
Párner
Khed
Sirur
Vidgaon
Pen
Jámkhed
ALIBÁG
Khadkála
Shrigonda
Chaul
Karjat
Rola
POONA
Kármála
MURUD
JANJIRA ST
Mángaon
Sásvad
Supa
Bársi
GHOR
Indápur
Mádha
Mahad
PHALTAN
Bankot
Wai
Harnai
Dápoli
Málsiras
Dahivádi
Pándharpur
To Hyderabad
Khed
SATARA
SHOLÁPUR
AKALKOT
Anjanvel
Vádhu
Sángola
Mangalvedha
Chiplún
Patan
Atpádi
To Madras
Jaygad
Sangamtshwar
Vita
Indi
Tásgaon
JATH
RATNÁGIRI
Devrukh
Peth
Sindgi
Ashti
SANGLI
BIJÁPUR
Rájapur
Athni
KOLHÁPUR
KURUNVAD
Vizindurg
Bágevádi
JAMKHANDI
Devgad
Chikodi
Muddebihal
MUDHOL
Gad Hinglaj
Gokák
Kaládgi
Bagalkot
Malvan
RÁMDURG
Hungund
Badámi
Vengurla
SAVANTVADI
BELGAUM
Bail Hongal
Saundatti
Sampgaon
Ron
Mapuça
Khánapur
Navalgund
PANJIM
Goa
DHARWAR
Hubli
Annigeri
Gadag
To Bellari
Mormugao
Supa
Shirhatti
Dambal
Halyál
Margão
Kundgol
Kalghatgi
Lakshmeshwar
Sirsigaon
SAVANUR
Yellápur
Karajgi
KÁRWÁR
Hangal
Haveri
Ránebennur
Ankola
Sirsi
To Bangalore
Hirekerur
Kumta
Honávar
Siddápur
Belguppa
Coondapoor
Bhatkal
MAISUR TER.
MADRAS PRESY.
R. GODAVARI
R. BERAR
R. KISTNA
R. MALPRABHA
R. GHATPRABHA
R. TUNGABHADRA
R. BHIMA
R. NIRA
R. KARNJA
R. KALINADI
R. VARDA
R. KUNDALIKA
R. AMBA
R. KUNDI
R. DEVGAD
R. VAITARNA
R. ULHAS
R. PANJAL
R. KANHAN
R. WAINGANGA
R. PAINGANGA
R. WARDHA
R. PENGANGA
R. WARDHA
R. PURNA
R. TAPTI
R. NARBADA
R. MAHI
R. SABARMATI
R. BANAS
R. LUNI
R. SUKRI
R. RANI
R. SARASWATI
R. RUPEN
R. SAGARMATI
R. SABARMATI
R. WATRAK
R. MAHI
R. KADANA
R. HATMATI
R. SABARMATI

BOMBAY PRESIDENCY
Part III
SIND AND CUTCH
Scale of Miles
Govt Photozinco. Office, Poona. 1892.
GANDAVA
From Sibi
To Dádar
From Gandava
JACOBABAD
KHANDAHAR STATE RY
BEGÁRI CANAL
SHIKARPUR
Thul
Kashmor
To Mittankot
INDUS R.
Ubauro
To Sabzalkot
To Peshawar
PANJAB
Ghotki
Mirpur
Shahdádpur
Garhi Yásin
Rato-dero
Sukkur
Rohri
Kambar
Ghaibi-dero
Larkana
KHAIRPUR
Wárah
Bákráni
WESTERN NÁRA
Mehar
Tharári
Khairpur Nátheshah
Kandiáro
To Jeysulmere
RAJPUTANA
JEYSULMERE
Dádu
Johi
Naushahro
Moro
E. NÁRA R.
Sehwan
INDUS VALLEY STATE RY
Sakrand
Sánghar
Rámán
Mánjhand
Hála
Shahdádpur
Khipra
Mirpur Khás
To Jodhpore
Gadra
Tando Alahyar
Thano Bula Khan
Kotri
HYDERABAD
UMARKOT
To Sonmiani
Tando Muhammad Khán
Jerruck
Dighri
Nára
Cháchra
KARACHI
SIND PANJAB & DELHI RY
Bágo Tando
Mitti
Islámkot
Tatta
Mirpur Batoro
Badin
Viráwah
Mirpur Sakro
Sujáwal
Dipla
Moghul Bhin
Nagar Párkar
Rahim-ki-Búzár
Suigám
MOUTHS OF THE RIVER INDUS
Keti Bandar
Sháhbandar
RAN OF CUTCH
Basta Bandar
Khávda
Gadra
Jatáváda
Lakhpat
Luna
Náráyan Sarúyar
Ádesar
Nakhatrána
Bhacháu
Naliya
BHUJ
Paddhar
Jakháu
Anjár
Rápur
Sábrái
Vira
Mándvi
Mundra
Morvi
GULF OF CUTCH
Vánkáner
Dhrol
NAVÁNAGAR
Dwárka
RÁJKOT
Gondal
Dhoráji
Jetpur
Porbandar
JUNÁGAD

STATEMENT

OF

LOCAL FUND AND MUNICIPAL ROADS

FOR THE YEAR

1891-92.

B 1752—*a*

B 1752—1

Statement showing the Mileage and Progress of LOCAL FUND ROADS maintained by Civil Agency in the Bombay Presidency for the year 1891-92.

Districts.	Classification and Names of Roads.	Length in Miles. Completed.		In progress.		Total.		Average total Cost of construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
		Ms.	ft.	Ms.	ft.	Ms.	ft.	Rs.	Rs.	
	(1)—ROADS, METALLED, BRIDGED AND DRAINED THROUGHOUT.									
	NORTHERN DIVISION.									
Surat	Road from Hope Bridge to Ránder .	1	2,640		.....	1	2,640	2,108	589	
	Do. from Kentish to Guviar ...	4	2,640		.....	4	2,640	Not known.	1,031	
	Do. from Surat Railway Station to Ashwinikumár	1	2,640		.....	1	2,640	7,715	903	
	Do. from Surat to Ashwinikumár-Katárgam-Fulpada Road ...	2	0		.....	2	0	2,255	674	
	Do. from Kentish to Gordor ...	1	2,640		.....	1	2,640	Not known.	217	
	Do. from Athwa Gate to Kentish...	1	2,640		.....	1	2,640	Do.	811	
	Do. from Variav Gate to Siganpur.	2	0		.....	2	0	Do.	298	
	Do. from Kim to Tadkesar ...	9	0		.....	9	0	8,117	1,736	
	Do. from Olpád to Sáyan... ...	9	0		.....	9	0	Not known.	1,090	
	Do. from Olpád to Ránder ...	6	2,640	1	2,640	8	0	Do.	1,662	
	Do. from Navsári Station to Jalálpor Kanbiwad	1	3,960		.....	1	3,960	7,826	638	
	Do. from Chikhli to Bánsda, including Chikhli to Ránveri Road	2	0	8	3,960	10	3,960	22,209*	1,977	* Besides this amount some more money has been expended from Provincial Funds.
	Total, Surat District ...	42	3,960	10	1,320	53	0	.....	.....	
Broach ...	Road from Broach to Kukerwada ...	2	0		.....	2	0	427	853	
	Total, Broach District ...	2	0		.....	2	0	.....	.....	
	Carried over ...	44	3,960	10	1,320	55	0	.....	.....	

LOCAL FUND ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed. Ms.	ft.	In progress. Ms.	ft.	Total. Ms.	ft.	Average total Cost of construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
	Brought forward ...	44	3,960	10	1,320	55	0	.....	.....	
	(1)—ROADS, METALLED, BRIDGED AND DRAINED THROUGHOUT—*continued.*									
	NORTHERN DIVISION—*concluded.*									
Thána	Borivli to Bándora-Ghodbandar Road.	0	3,485	.....		0	3,485	Not known.	158	
	Kondivte Road	0	2,112	.....		0	2,112	Do.	97	
	Andheri Station to Bándora-Ghodbandar Road	0	950	.....		0	950	Do.	56	
	Sháhápur-Wafaganga Road... ...	0	2,640	.....		0	2,640	Do.	65	
	Pudga-Borivli Road	0	2,640	.....		0	2,640	Do.	87	
	Nirmal Road from Wadkhunti to the Roman Catholic Church	1	0	.....		1	0	Do.	90	
	Road from Turkhud to Chowbedi. ...	1	0	.....		1	0	2,067	815	
	Bassein-Gerny Road	2	0	.....		2	0	Not known.	295	Part of this road is a muram road, and is in process of being metalled.
	Total, Thána District ...	6	1,267	.....		6	1,267	... ..	.....	
	TOTAL, NORTHERN DIVISION ...	50	5,227	10	1,320	61	1,267	.....	.....	
	SOUTHERN DIVISION.									
Belgaum ...	Road from Belgaum to Sháhápur ...	0	1,980	.....		0	1,980	Not known.	197	
	Do. from Belgaum to Kanbergi ...	3	2,640	.....		3	2,640	Do.	411	
	Do. from Belgaum Jail to meet Kolhápur Road	0	4,250	.....		0	4,250	Do.	79	
	Do. from Kapleshvar to meet Dhárwár Road	0	1,750	.....		0	1,750	Do.	64	
	Total, Belgaum District ...	5	60	.....		5	60	.....	.....	

Kánara ...	...	Road from Chigalli to Kavalkope ...	1	0	.....		1	0	500	80	
		Total, Kánara District ...	1	0	.....		1	0	.....	.....	
Dhárwár ...	...	Road from Motebinnur to Byádgi ...	3	0	.....		3	0	410	417	
		Total, Dhárwár District ...	3	0	.....		3	0	.....	.....	
Sátára ...	...	Budhawár Náka Road	1	0	.....		1	0	.....	165	Original cost cannot be ascertained.
		Total, Sátára District ...	1	0	.....		1	0	.....	.....	
		TOTAL, SOUTHERN DIVISION ...	10	60	.....		10	60	.....	.....	
		Total (I).—Roads, metalled, bridged and drained throughout...	61	7	10	1,320	71	1,327	.....	.....	
		II.—ROADS, METALLED AND DRAINED THROUGHOUT, BUT THE LARGE RIVERS NOT BRIDGED.									
		NORTHERN DIVISION.									
Ahmedabad ...		Road from Delhi Gate, Ahmedabad, to Dadhesvar	0	2,730	....		0	2,730	7,305	293	
		Do. from Astoria Gate, Ahmedabad, to the Roza of Shah Alum...	1	860	.....		1	860	11,914	223	
		Do. from the Kankaria Tank, Ahmedabad, to the Shah Alum Road	0	3,500	.....		0	3,500	12,894	128	
		Do. from Jamalpur Gate to the Soptarushiara	0	2,600	.....		0	2,600	16,459	99	Repaired in 1891-92.
		Do. from Viramgám Rahiapuri Gate, to the Railway Crossing ...	0	2,300	.....		0	2,300	10,006	228	
		Carried over ...	3	1,430	.....		3	1,430	.....	.....	
			61	7	10	1,320	71	1,327	.....	.....	
		Carried over Total of I ...	61	7	10	1,320	71	1,327	.....	.....	

LOCAL FUND ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed. Ms.	ft.	In progress. Ms.	ft.	Total. Ms.	ft.	Average total Cost of construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
		61	7	10	1,320	71	1,327	...	.....	
	Brought forward ...	61	7	10	1,320	71	1,327	.....	.....	
		3	1,430	.....		3	1,430	.....	.....	
	II.—ROADS, METALLED AND DRAINED THROUGHOUT, BUT THE LARGE RIVERS NOT BRIDGED—*continued.*									
	Northern Division—*concluded.*									
Ahmedabad —*concluded.*	Road from Viramgám Railway Crossing near Bhorwadi Gate towards Dekáváda	0	900	.....		0	900	17,236	159	
	Do. from Dholka to Sahij ...	2	2,640	2	2,640	5	0	2,650	713	
	Do. between Muldrai and Dhandhuka-Gogha Road ...	0	100	.....		0	100	5,491	.....	Constructed in 1890-91.
	Total, Ahmedabad District...	5	5,070	2	2,640	8	2,430	.....	.....	
	Total, Northern Division...	5	5,070	2	2,640	8	2,430	.....	.....	
	Southern Division.									
Belgaum ...	Road from Khánápur to Talevadi ...	18	0	.....		18	0	Not known.	741	
	Do. from Khánápur to Jamboti ...	12	0	.....		12	0	Do.	382	
	Do. from Hemadgi to Tinaighát...	3	0	.....		3	0	Do.	74	
	Do. from Gokák to Nagnur ...	12	0	.....		12	0	Do.	500	
	Do. from Arbhovi to Lokapur ...	28	0	.....		28	0	Do.	1,240	
	Do. from Nandgod to Halsi ...	3	0	.....		3	0	Do.	150	
	Do. from Bidi to Kittur	3	0	.....		3	0	Do.	.....	Not repaired in 1891-92.
	Total, Belgaum District...	79	0	.....		79	0	.....	.....	
	Total, Southern Division...	79	0	.....		79	0	.....	.....	

	CENTRAL DIVISION.									
Khándesh ...	Sávda-Faizpur Road	2	0		.....	2	0	8,000	2,675	The road is being metalled.
	Taloda-Hatoda Road	1	380		.....	1	380	4,000	87	
	Total, Khándesh District...	3	380		.....	3	380	.....	.....	
	TOTAL, CENTRAL DIVISION..	3	380		.....	3	380	.....	.....	
	Total (II).—Roads, metalled and drained throughout, but the large rivers not bridged ...	88	170	2	2,640	90	2,810	.....	.....	
	III.—MURAM ROADS, BRIDGED AND DRAINED THROUGHOUT.									
	NORTHERN DIVISION.									
Thána	Anik-Mahul Road	1	0		.....	1	0	Not known.	197	This is a part of the Ghátkoper Mahul Road.
	Kalyán-Vadowh Road	0	2,640	1	2,640	2	0	675	147	
	Kalyán-Payadhuni Road	0	528	0	370	0	898	650	73	
	Budlapur-Ulhas River Road ...	0	3,115	0	581	0	3,696	500	92	
	Ulhas to Kulgaon Road	0	2,006	0	158	0	2,164	525	14	
	Karjat-Dahiwali Road	0	3,168		.....	0	3,168	214	148	
	Kalyan-Waldhun Road	0	3,062	0	898	0	3,960	625	253	
	Total, Thána District ...	3	3,959	1	4,647	5	3,326	.....	.....	
Surat	Road from Navsári frontier to Kabilpur Junction, including Kaliawari Dispensary branch, 1 Culvert	1	1,320		.....	1	1,320	4,251	503	In process of being gravelled.
	Do. from Navsári Station to Aut, 11 Culverts ... ...,	1	3,960	5	1,320	7	0	1,313	278	Do.
	Do. from Matwad Karádi to Ugat, 15 Culverts	1	1,760	14	1,760	15	3,520	833	428	Do.
	Do. from Abrama to Amalsád, 10 Culverts	2	0	3	0	5	0	4,396	253	Do.
	Do. from Panar to Amalsád, 6 Culverts	0	1,760	2	0	2	1,760	1,990	74	Do.
	Carried over ...	6	3,520	24	3,080	31	1,320	.....	.....	
		152	4,136	14	3,327	167	2,183	.....	.....	
	Carried over Totals, I and II ...	149	177	12	3,960	161	4,137	.....	.....	

LOCAL FUND ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed. Ms.	ft.	In progress. Ms.	ft.	Total. Ms.	ft.	Average total Cost of construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
		Ms.	ft.	Ms.	ft.	Ms.	ft.	Rs.	Rs.	
		149	177	12	3,960	161	4,137	.....	.....	
	Brought forward ...	152	4,136	14	3,327	167	2,183	.....	.....	
		6	3,520	24	3,080	31	1,320	.....	.....	
	III.—MURAM ROADS, BRIDGED AND DRAINED THROUGHOUT —*continued.*									
	NORTHERN DIVISION—*concluded.*									
Surat—*concluded*	Road from Amalsád Station to Amalsád Village, 2 Culverts	0	2,640	.....		0	2,640	Not known.	60	In process of being gravelled.
	Do. from Kabilpur junction to Ambica River, Bridges and 18 Culverts.	2	0	7	0	9	0	3,443	354	Do.
	Do. from Satim to Astagam, 4 Culverts	0	2,640	4	0	4	2,640	332	148	Do.
	Do. from Jamalpur to Sálej, 6 Culverts	0	3,520	5	0	5	3,520	1,129	228	Do.
	Do. from Adda to Sapa, 2 Culverts	.....		2	3,520	2	3,520	379	75	Do.
	Do. from Bulsár to Par River ...	4	2,640	.....		4	2,640	122	836	
	Do. from Chikhli to Matwad ...	3	3,960	5	0	8	3,960	6,572	711	In process of being muramed.
	Do. from Chikhli to Hand, including Chikhli to Dungri Road.	2	0	1	0	3	0	3,035	137	Do
	Do. from Párdi to Par River ...	2	0	.....		2	0	8,033	285	
	Do. from Párdi to Bagwada ...	2	0	4	0	6	0	3,175	454	
	Do. from Párdi to Railway Station.	2	0	.....		2	0	Not known.	296	
	Total, Surat District ...	26	3,080	53	1,320	79	4,400	.....	.....	
	TOTAL, NORTHERN DIVISION ...	30	1,759	53	687	85	2,446	.....	.....	

	SOUTHERN DIVISION.								
Belgaum ...	Road from Kittur to Tadkod ...	4	0	.....		4	0	Not known.	275
	Do. from Desur to meet Kaládgi Road	1	2,640	.....		1	2,640	Do. ...	135
	Do. from Kittur to meet Dhárwár Road	1	0	.....		1	0	Do. ...	42
	Do. from Nesurgi to the travellers' bungalow	1	0	.....		1	0	Do. ...	46
	Do. from Bailhongal to Bailur ...	20	0	.....		20	0	Do. ...	2,412
	Portion of the Gokák and Manhal to Khanjani...	5	0	.....		5	0	Do. ...	248
	Total, Belgaum District ...	32	2,640	.....		32	2,640	.....	.....
Kánara ...	Road from Mankibail to Siddápur *viâ* Dodamane ...	9	0	.....		9	0	67	599
	Do. from Mudgeri to Chitakule ...	2	0	.....		2	0	Not known...	426
	Do. from Majali to Mudgeri ...	2	0	.....		2	0	Do. ...	190
	Do. from Mudgeri to Asnoti ...	2	0	.....		2	0	Do. ...	94
	Total, Kánara District ...	15	0	.....		15	0	.....	.....
Dhárwár ...	Road from Kittur to Agadi	12	0	.....		12	0	419	752
	Do. from Dhárwár to Annigeri in the Dhárwár Táluka ...	11	0	.....		11	0	2,502	747
	Do. from Attikol to Saptapur ...	1	2,640	.....		1	2,640	65	95
	Do. from Narendra to Kelgeri ...	5	0	.....		5	0	59	304
	Do. from Mommigatti to Tadkod...	6	0	.....		6	0	166	388
	Do. from Mugad to Tinaighat ...	0	2,640	.....		0	2,640	100	86
	Do. from Dhárwár to Navalgund...	1	2,640	.....		1	2,640	2,352	78
	Do. from Dhárwár to Kelgeri ...	1	2,640	.....		1	2,640	110	181
	Navalur Junction, Poona-Harihar Road	0	2,640	.....		0	2,640	383	34
	Agadi-Kotgondhunsi Road ...	3	0	1	2,640	4	2,640	1,899	320
	Road from Bankápur to Kerkikop...	13	0	.....		13	0	153	897
	Do. from Karajgi to Jangamankop..	3	2,640	.....		3	2,640	848	284
	Do. from Tavargi to Tumminakatti.	15	2,640	.....		15	2,640	186	1,396
	Cantonment Roads	3	0	.....		3	0	Not known...	177
	Total, Dhárwár ...	77	2,640	1	2,640	79	0	.....	.....
	Carried over ...	304	1,936	69	2,007	373	3,943	.....	.....
	Carried over Totals, I and II ...	149	177	12	3,960	161	4,137	.....	.....

LOCAL FUND ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed. Ms.	ft.	In progress. Ms.	ft.	Total. Ms.	ft.	Average total Cost of construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
	Brought forward ...	149	177	12	3,960	161	4,137	Rs.	Rs.	
		304	1,936	69	2,007	373	3,943	.....	.....	
	III.—MURAM ROADS, BRIDGED AND DRAINED THROUGHOUT —*continued.*									
	SOUTHERN DIVISION—*concluded.*									
Kolába ...	Road from Mahád to Nate ...	4	2,640	.....		4	2,640	555	526	
	Do. from Uran to Karanja ...	4	0	.....		4	0	Not known...	678	
	Total, Kolába District ...	8	2,640	.....		8	2,640	.....	.....	
	TOTAL, SOUTHERN DIVISION ...	133	2,640	1	2,640	135	0	.....	.....	
	CENTRAL DIVISION.									
Ahmednagar ...	Párner Road	0	2,640	.....		0	2,640	300	.....	No expenditure was incurred during 1891-92.
	Junnar-Chincholi Road	0	2,640	.....		0	2,640	298	.....	
	Bhalawani Road	0	280	.....		0	280	366	.....	
	Wadgaon-Darya Road	0	250	.....		0	250	327	.....	
	Total, Ahmednagar District ...	1	530	.....		1	530	.....	.....	
	TOTAL, CENTRAL DIVISION ...	1	530	.....		1	530	.....	.....	
	SIND DIVISION.									
	JERRUCK SUB-DIVISION.									
	Tatta Táluka.									
Karáchi Canals ...	Road from Tatta to Jungshai ...	13	0	.....		13	0	Not known...	697	
	Total, Tatta Táluka ...	13	0	.....		13	0	.....	.....	
	Total, Sind Division ...	13	0	.....		13	0	.....	.....	
	Total, (III), Muram Roads, bridged and drained throughout	177	4,929	56	3,327	234	2,976	.....	.....	

	IV.—MURAM ROADS, DRAINED THROUGHOUT, BUT THE LARGE RIVERS NOT BRIDGED.							
	NORTHERN DIVISION.							
Surat	Road from Godakhadi to Motichur...	8	0	.....	8	0	86	222
	Do. from Tarsada Bargama to Jamankuva	1	2,640	.....	1	2,640	196	.....
	Do. from Tadkesar to Mándvi ...	18	0	.....	18	0	3,129	2,690
	Do. from Hansapur junction to Abrama, Culverts, No. 5.	2	0	3 0	5	0	653	158
	Do. from Kabilpur junction to Purna River, Bridge and Culverts, No. 7 ...	1	1,320	4 1,320	5	2,640	8,078	267
	Do. from Jalálpor to Eru *viâ* Purneshwar	0	3,960	1 1,320	2	0	1,283	118
	Do. from Udváda to the Railway Station	3	2,640	.....	3	2,640	1,084	340
	Do from Wapi to Dungra ...	1	0	3 0	4	0	2,974	241
	Total, Surat District ...	36	0	11 2,640	47	2,640	.....	.....
Kaira	Road from Mátar to Kaira	2	2,640	.....	2	2,640	Not known...	505
	Total, Kaira District ...	2	2,640	.....	2	2,640	.....	.....
	TOTAL, NORTHERN DIVISION ...	38	2,640	11 2,640	50	0	.....	.....
	SOUTHERN DIVISION.							
Belgaum	Road from Belgaum to Rámghát ...	30	0	.....	30	0	Not known...	1,550
	Do. from Piranvádi to Chorla up to Kasmali in the Belgaum Táluka	10	2,640	.....	10	2,640	Do. ...	1,639
	Carried over ...	40	2,640	.....	40	2,640	.....	.....
		365	2,466	80 4,647	446	1,833	.....	.....
	Carried over Totals, I., II. and III ...	326	5,106	69 2,007	396	1,833	.....	.....

LOCAL FUND ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed. Ms.	ft.	In progress. Ms.	ft.	Total. Ms.	ft.	Average total Cost of construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
								Rs.	Rs.	
	Brought forward ...	326	5,106	69	2,007	396	1,833	.....	.....	
		365	2,466	80	4,647	446	1,833	.....	.....	
		40	2,640	.....		40	2,640	.....	.....	
	IV.—MURAM ROADS, DRAINED THROUGHOUT, BUT THE LARGE RIVERS NOT BRIDGED—*continued.*									
	SOUTHERN DIVISION—*continued.*									
Belgaum ...	Road from Piranvádi to Chorla up to Kasmali in the Khánápur Táluka	20	0	.....		20	0	Not known ..	854	
	Do. from Chikodi to Kurundvád ...	14	0	.....		14	0	Do. ...	578	
	Do. from Saundalgi to Borgaon ...	18	0	.....		18	0	Do. ...	662	
	Do. from Chikodi to Hukeri ...	14	0	.....		14	0	Do. ...	602	
	Do. from Hukeri to Yamkanmardi.	7	0	.....		7	0	Do, ...	122	
	Do. from Athni to Bijápur ...	21	0	.....		21	0	Do. ...	2,078	
	Do. from Gokák to Athni ...	12	0	.....		12	0	Do. ...	.....	Not repaired in 1891-92.
	Do. from Gokák to Arbhavi ...	3	0	.....		3	0	Do. ...	.....	Do.
	Do. from Athni to Satti ...	12	0	.....		12	0	Do. ...	735	
	Do. from Gokák to Marihal ...	26	0	.....		26	0	Do. ...	2,206	
	Talevádi Road	3	0	.....		3	0	Do. ...	75	
	Road from Kuloor and Honkul to Talevádi	3	0	.....		3	0	Do. ...	.....	Do.
	Chorlaghát Road	3	0	.....		3	0	Do. ...	74	
	Road from Murgod to Bidi	21	0	.....		21	0	Do. ...	1,361	
	Do. from Manoli to Saundatti ...	7	0	.....		7	0	Do. ...	.....	Do.
	Do. from Athni to Kanmadi ...	13	0	.....		13	0	Do. ...	598	
	Do. from Yekundi to Hulki ...	11	0	.....		11	0	Do. ...	1,126	

	Relief.								
	Road from Athni to Jat	6	0	.....		6	0	Do. ...	1,000
	Do. from Athni to Madbhavi ...	9	0	.....		9	0	Do. ...	1,637
	Do. from Athni to Kokutnur ...	12	0	.....		12	0	Do. ...	1,951
	Do. from Athni to Haliyal ...	6	0	.....		6	0	Do. ...	1,007
	Do. from Belkundi to Kouzalgi ...	3	0	.....		3	0	Do. ...	147
	Do. from Kouzalgi to Zadwad ...	12	0	.....		12	0	Do. ...	95
	Total, Belgaum District ...	296	2,640	.....		296	2,640	.....	.....
	Coast road from Amadalli to Honávar, *viâ* Bankikodla, Gokarn and Kumta	37	1,240	0	2,640	37	3,880	Not known.	1,317
	Road from Ankola to Devtikol *viâ* Hiregutti, Mirjan, Chandaver, Honávar, Bhatkal, &c. ...	64	0	.....		64	0	Do. ...	2,489
	Do. from Siddápur to Mysore Frontier	5	0	.....		5	0	261	195
	Do. from Siddápur to Manemane .	9	0.	.....		9	0	22	207
	Do. from Siddápur to Kangod ...	6	0	.....		6	0	17	140
	Do. from Menshi to Kalmane ...	8	2,640	.....		8	2,640	29	299
	Do. from Bilgi to Rambapur ...	8	1,760	.....		8	1,760	Not known.	214
Kánara ...	Do. from Dodamane to Surgul ...	4	2,640	.....		4	2,640	97	100
	Do. from Balkop to Nilkund ...	3	2,640	.....		3	2,640	200	150
	Do. from Siddápur to Nilkund ...	20	0	.....		20	0	656	1,500
	Do. from Siddápur to Mankibyle...	18	0	.....		18	0	538	650
	Do. from Ballekop to Kolgebis ...	8	0	.....		8	0	Not known.	200
	Do. from Sirsi to Sonda *viâ* Hallekal	15	0	.....		15	0	210	382
	Do. from Kengeri to Santpur ...	2	0	.....		2	0	202	44
	Do. from Katur to Umachgi ...	18	0	.....		18	0	62	316
	Do. from Halekal to Menshi ...	14	0	.....		14	0	Not known.	323
	Do. from Ajilbil to Bulgar. ...	4	0	.....		4	0	Do. ...	89
	Do. from Kurshi to Devanhalli ...	6	0	.....		6	0	63	181
	Do. from Kolgebis to Hirur ...	4	0	.....		4	0	Not known.	159
	Do. from Banwashi to Malgi ...	11	0	.....		11	0	91	390
	Carried over ...	266	360	0	2,640	266	3,000	.....	.....
		661	5,106	80	4,647	742	4,473	.....	.....
	Carried over Totals, I., II. and III ...	326	5,106	69	2,007	396	1,833	.....	.....

Transferred to Public Works Department in 1891-92.

LOCAL FUND ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed. Ms.	ft.	In progress. Ms.	ft.	Total. Ms.	ft.	Average total Cost of construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
								Rs.	Rs.	
		326	5,106	69	2,007	396	1,833	.....	.....	
	Brought forward ...	661	5,106	80	4,647	742	4,473	.....	.....	
		266	360	0	2,640	266	3,000	.....	.....	
	IV.—MURAM ROADS, DRAINED THROUGHOUT, BUT THE LARGE RIVERS NOT BRIDGED.—*continued.*									
	SOUTHERN DIVISION—*continued.*									
Kánara—*contd.*	Road from Hilur to Sirsi *viâ* Wádighát	36	0	.....		36	0	Not known.	388	Transferred to Public Works Department in 1891-92.
	Do. from the junction of the Koney Sezwad Road to Bingi pier *viâ* Bingighát	3	0	.....		3	0	Do. ...	111	
	Do. from Koney to Gudehalli ...	5	0	.....		5	0	Do. ...	50	
	Do. from Sezwad to Amadali *viâ* Hayder Ghát	8	0	.....		8	0	Not known.	231	
	Do. from Sadáshivgad to Kadra ...	21	0	.....		21	0	Do. ...	720	
	Do. from Sezwad to Bellur ...	8	0	.....		8	0	Do. ...	84	
	Do. from Chandia to Kodar ...	5	0	.....		5	0	Do. ...	67	
	Do. from Sezwad to Idgundi *viâ* Kaiga Ghát	42	0	.....		42	0	Do. ...	1,183	
	Do. from Ramangulli to Kodlegade.	3	0	.....		3	0	500	111	
	Do. from Avarsa to Tergamet ...	2	0	.....		2	0	Not known.	85	
	Do. from Bellikeri to Hattikeri ...	2	0	.....		2	0	72	49	
	Do. from Gundbala to Agsur ...	3	2,640	.....		3	2,640	203	96	
	Do. from Hittal Kargadi to Magodi	7	2,640	.....		7	2,640	109	306	
	Do. from Balgar to Idgundi ...	5	2,640	.....		5	2,640	131	283	Constructed in 1888-89.
	Do. from Mundgod to Indur ...	7	0	.....		7	0	100	256	
	Do. from Haliyál to Kavalvad ...	12	0	.....		12	0	381	577	
	Do. from Haliyál to Santmani ...	5	0	.....		5	0	210	199	

	Do. from Bhagvati to Powtalli ...	18	0	.....		18	0	Not known.	522	
	Do. from Ulvi to Kumbarváda ...	13	0	.....		13	0	231	187	
	Do. from Usoda to Anmod *viâ* Jagalbet	18	2,640	.....		18	2,640	Not known.	613	
	Do. from Ankola Balegoli road ...	0	1,760	.....		0	1,760	895	.....	
	Do. from Targade to Nowlhatti ...	2	0	.....		2	0	145	.....	
	Do. from Haligadi to Baginkatti...	3	0	.....		3	0	100	.....	New road.
	Do. from Kodgerni to Yermaki ...	13	0	.....		13	0	170	186	Constructed in 1888-89.
	Herur Lucky Sawal Balur Road ...	9	0	.....		9	0	133	240	
	Road from Kadra to Karka ...	1	0	.....		1	0	100	48	
	Do. from Godanadi to Castle Rock .	3	0	.....		3	0	54	134	
	Total, Kánara District ...	522	2,120	0	2,640	522	4,760	.....	.....	
	Gotgadi-Dhunsi Road	2	3,960	.....		2	3,960	Not known...	270	
	Dhárwár-Annigeri Road in the Hubli Táluka	10	0	.....		10	0	2,502	98	
	Sherewad-Kundgol Road	2	1,320	.....		2	1,320	2,167	176	
	Hubli-Byahatti Road	2	0	7	0	9	0	32	88	
	Kalghatgi-Kudligi Road	8	0	.....		8	0	136	447	
	Hubli-Hulkop road	5	2,640	.....		5	2,640	49	100	
	Mishrikoti Branch Road	2	0	.....		2	0	745	45	
Dhárwár ...	Roads in the town of Kalghatgi ...	1	2,640	.....		1	2,640	726	99	
	Advisomapur branch Road	1	3,960	.....		1	3,960	534	122	
	Mundargi-Korlhalli Road	6	0	.....		6	0	814	99	
	Road on Bhishma Tank	0	3,960	.....		0	3,960	238	33	
	Karajgi-Agadi Road	3	0	.....		3	0	85	284	
	Alur branch Road	11	0	.....		11	0	22	50	
	Bamanhalli branch Road	3	0	.....		3	0	363	50	
	Shigaon-Mundargi Road	7	2,640	.....		7	2,640	136	447	
	Misrikoti-Riginkeri Road	1	3,960	.....		1	3,960	Not known...	135	
	Total, Dhárwár District ...	68	3,960	7	0	75	3,960	.....	.....	
	Road from Alíbág to Revdanda ...	7	3,960	.....		7	3,960	2,322	1,974	
	Do. from Pen to Khárápada ...	8	0	.....		8	0	Not known...	1,740	
Kolába ...	Do. from Tale to Malathe ...	4	2,640	.....		4	2,640	Do. ...	361	
	Do. from Khandad to Nizámpur ...	6	0	.....		6	0	Do. ...	377	
	Do. from Nizámpur to Birwadi ...	2	2,640	.....		2	2,640	Do. ...	107	
	Total, Kolába District ...	28	3,960	.....		28	3,960	.....	.....	
	Carried over ...	1,281	4,586	88	2,007	1,370	1,313	.....	.....	
	Carried over Totals, I., II. and III.	326	5,106	69	2,007	396	1,833	.....	.....	

LOCAL FUND ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed. Ms.	ft.	In progress. Ms.	ft.	Total. Ms.	ft.	Average total Cost of construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
	Brought forward ...	326	5,106	69	2,007	396	1,833	.....	.....	
		1,281	4,586	88	2,007	1,370	1,313	.....	.....	
	IV.—MURAM ROADS, DRAINED THROUGHOUT, BUT THE LARGE RIVERS NOT BRIDGED—*continued.*									
	SOUTHERN DIVISION—*concluded.*									
Ratnágiri ...	Road from Chiplún to Ibrahimpur...	10	1,320	.....		10	1,320	Not known...	517	
	Do. from Dápoli to Soweli ...	22	0	.....		22	0	Do. ...	445	
	Do. from Phonda to Málvan *viâ* Ramgad	36	2,640	.....		36	2,640	Do. ...	568	
	Do. from Málvan to Sukalvad ...	17	0	.....		17	0	Do. ...	336	
	Do. from Chauki to Nerur Ferry...	7	0	.....		7	0	Do. ...	245	
	Total, Ratnágiri District ...	92	3,960	.....		92	3,960	.....	.....	
Sátára	Sátára-Parali Road	6	0	.....		6	0	2,340	437	
	Sátára-Kondve Road	3	0	.....		3	0	486	266	
	Nagewadi-Limb Road	2	0	.....		2	0	340	168	
	Sátára-Yewateshwar Road	4	0	.....		4	0	749	153	
	Yewateshwar-Kas Road	11	0	.....		11	0	Not known...	138	
	Verye-Akla Road	5	0	.....		5	0	580	94	
	Kenhere-Kas Road	7	0	.....		7	0	73	30	
	Mahardare-Yewateshwar Road ...	1	0	.....		1	0	37	64	
	Sátára-Sangaon Road	2	0	.....		2	0	Not known...	41	
	Wái-Kowthe Road	2	2,640	.....		2	2,640	81	54	
	Medha-Kudál Road	8	0	.....		8	0	1,150	297	
	Vita-Pusesávli Road	22	0	.....		22	0	27	416	Improvement during the current year.
	Vita-Kundal Road	10	0	7	0	17	0	160	126	

	Nahvi-Deur Road	24	0	.....	24	0	276	680	Improvements during the current year.
	Shirambe-Rahimatpur Road ...	3	0	.....	3	0	670	152	
	Pimpode-Adarki Road	5	0	.....	5	0	120	446	
	Sap-Rahimatpur Road	2	0	.....	2	0	90	155	
	Karád-Targaon Road	15	0	.....	15	0	Not known...	548	
	Tásgaon-Bhose Road	5	0	.....	5	0	Do. ...	170	
	Total, Sátára District ...	137	2,640	7 0	144	2,640	.....	.....	
	TOTAL, SOUTHERN DIVISION ...	1,146	3,440	14 2,640	1,161	800	.....	.....	
	CENTRAL DIVISION.								
	Sangamner-Talegaon Road	4	0	.....	4	0	Not known...	249	Average for 4 years. Construction not in progress. Figures for the cost of completed construction not available.
	Road from Shrígonda Mámlatdár's Office to Kharda-Kashti Road ...	0	2,640	.....	0	2,640	1,274	.....	No expenditure was incurred on this road during the year.
Ahmednagar ...	Nagar-Tákli Road	9	0	.....	9	0	.....	83	Do. do.
	Nagar Malegaon Road... ...	0	1,320	.....	0	1,320	.....	.....	This portion is within the Nagar Municipal limits.
	Násik-Poona Road	1	845	.....	1	845	.....	.....	This portion is within Sangamner Municipal limits.
	Total, Ahmednagar District ...	14	4,805	.....	14	4,805	.....	.....	
	Road from Mohol to Pandharpur ...	21	0	.....	21	0	Not known...	728	
	Do. from Sholápur to Pandharpur .	38	0	.....	38	0	625	2,341	
	Do. from Sholápur to Bársi ...	42	0	.....	42	0	1,329	2,573	
	Do. from Bársi Road Station to Tembhurni	15	0	.....	15	0	331	702	
	Do. from Pandharpur to Sátára ...	26	0	.....	26	0	913	1,113	
	Do. from Pandharpur to Karád ...	25	0	.....	25	0	862	632	
	Do. from Pandharpur to Poona ...	47	0	.....	47	0	107	1,179	
Sholápur ...	Do. from Tembhurni to Pandharpur	16	0	.....	16	0	116	130	
	Do. from Sholápur to Tuljápur ...	10	0	.....	10	0	Not known...	648	
	Do. from Sholápur to Akalkot ...	15	0	.....	15	0	544	714	
	Carried over ...	255	0	.....	255	0	.....	.....	
		1,527	151	95 2,007	1,622	2,158	.....	.....	
	Carried over Totals, I., II. and III..	326	5,106	69 2,007	396	1,833	.....	.....	

LOCAL FUND ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed. Ms.	ft.	In progress. Ms.	ft.	Total. Ms.	ft.	Average total Cost of Construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
		326	5,106	69	2,007	396	1,833	.....	.....	
	Brought forward ...	1,527	151	95	2,007	1,622	2,158	.....	.....	
		255	0	.....		255	0	.....	.....	
	IV.—MURAM ROADS, DRAINED THROUGHOUT, BUT THE LARGE RIVERS NOT BRIDGED—*continued.*									
	CENTRAL DIVISION—*concluded.*									
Sholápur—*concluded.*	Road from Karmála to Aljapur ...	8	0	.....		8	0	1,300	355	
	Do. from Karmála to Jategaon ...	8	0	.....		8	0	286	338	
	Do. from Sángola to Sholápur *vid* Andhalgaon	34	0	.. ...		34	0	958	228	
	Do. from Tembhurni to Málsiras...	24	0	.....		24	0	209	585	
	Total, Sholápur District ...	329	0	.....		329	0	.....	.....	
	Yival-Sangwi Road	5	0	.....		5	0	1,253	.....	
	Ráver Station Road	1	2,640	.....		1	2,640	6,000	143	
	Road from Sirsoli Station to Sirsoli village	1	2,640	.....		1	2,640	1,000	597	
	Jalgaon-Asola Road	3	0	.....		3	0	1,021	300	
	Jalgaon-Mehrun Road	1	2,640	.....		1	2,640	533	70	
	Nasirabad Bhusaval Road ...	2	0	.....		2	0	2,000	100	
	Nasirabad-Bhusaval Road	2	0	.....		2	0	860	323	
	Jámner-Lakhi Road	1	0	.....		1	0	1,000	375	
	Jamner Waghari Road ..	2	0	.		2	0	1,586	221	
Khándesh	Ajanta Jamti Road	1	0	.... .		1	0	350	.....	
	Jamner-Bhusaval Road ...	1	0	.....		1	0	2,597	119	
	Daulat ha Shaha la road (portion from Saranghkheda to Shahada) ...	.....		9	0	9	0	.....	.....	

	Varangaon-Udhali Road	5	0	.....		5	0	.....	240
	Bodvad-Nadgaon road	2	2,640	.....		2	2,640	.....	510
	Nadgaon-Barhanpur Road (portion from Nadgaon to the limit of village of Ichapur)	24	0	.....		24	0	.....	303
	Total, Khándesh District ...	53	0	9	0	62	0	.....	.....
Poona	Road from Mahalunga to join the Poona-Násik Road *viâ* Bhama River.	4	0	.....		4	0	Not known...	272
	Road from Jejuri to Dewaghat ...	14	0	.....		14	0	Do. ...	191
	Road from Supa to Pátas	9	0	.....		9	0	Do. ...	147
	Total, Poona District ...	27	0	.....		27	0	.....	.....
	TOTAL, CENTRAL DIVISION ...	423	4,805	9	0	432	4,805	.....	.....
	Total (IV) Muram Roads, drained throughout, but the large Rivers not bridged...	1,609	·325	35	0	1,644	325	.....	.....
	V.—VILLAGE OR CLEARED ROADS.								
	NORTHERN DIVISION.								
Ahmedabad ...	Road from Ahmedabad to Kuha ...	16	0	.....		16	0	553	278
	Do. from Rajiapir to join Naroda and Valad Road.	2	0	.....		2	0	68	28
	Do. from Nadej to Barejri Station.	0	1,600	.....		0	1,600	Not known...	21
	Do. from Asarwa to the Railway Crossing near Kalupur Gate.	0	3,800	.....		0	3,800	Do. ...	60
	Do. from Naroda road to the Bora's Rooza	0	1,300	.....		0	1,300	1,832	33
	Do. from Naroda to Piplode *viâ* Prántij	24	0	.....		24	0	156	695
	Carried over ...	43	1,420	.....		43	1,420	.....	.....
		1,936	151	104	2,007	2,040	2,158	.....	.....
	Carried over Totals, I, II, III and IV.	1,936	151	104	2,007	2,040	2,158	.....	.....

This road was made in 1887-88 and was not repaired in 1888-89 and 1889-90 Average for two years (1890-91 and 1891-92).

LOCAL FUND ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed.		In progress.		Total.		Average total Cost of construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
		Ms.	ft.	Ms.	ft.	Ms.	ft.	Rs.	Rs.	
		1,936	151	104	2,007	2,040	2,158	.....	.....	
	Brought forward ...	1,936	151	104	2,007	2,040	2,158	.....	.....	
		43	1,420	.....		43	1,420	.....	.....	
	V.—VILLAGE OR CLEARED ROADS—*continued.*									
	NORTHERN DIVISION—*continued.*									
Ahmedabad—*concluded.*	Road from Ahmedabad to Dholka ...	23	0	.....		23	0	1,957	604	Repaired in 1890-91.
	Do. from Rampura to Dekawada ...	5	2,700	.....		5	2,700	424	23	
	Do. from Viramgám to Mándal ...	14	0	.....		14	0	1,200	270	Average for four years. Partly drained and bridged.
	Do. from Zund to Vagheda ...	4	1,850	.....		4	1,850	395	17	Repaired in 1891-92.
	Do. from Sánand (miles 15) to the Railway Crossing near Viramgám Rahiapuri Gate .	20	4,930	.....		20	4,930	Not known...	1,158	Partly embanked and drained.
	Do. from Sánand town to the Local Fund road and thence to Ragabhai's well	0	1,950	.....		0	1,950	Do. ...	74	
	Do. from Prántij to Harsol Camp .	12	0	.....		12	0	249	121	
	Do. from Dholka to Bowla ...	9	0	.....		9	0	461	410	
	Do. from Choloda to Saroda ...	3	0	.....		3	0	982	45	
	Do. from Dholka to Koth on the way to Dhandhuka. ...	18	0	.....		18	0	Not known...	267	
	Do. from Sahij to Vautha... ...	3	0	.....		3	0	Do. ...	65	
	Do. from Khanpur to Gangad ...	8	0	.....		8	0	Do. ...	81	
	Do. from Dhandhuka to Dholera...	16	0	.....		16	0	12	801	
	Do. from Dholera to Whittle Bandar	8	0	.....		8	0	1,664	1,574	

	Do. from Ranpur to Barwala ...	16	0	.....	16	0	33	101
	Do. from Ambapura to Multan Tank	0	1,500	.....	0	1,500	266	39
	Do. from Khus to Bhimnáth ...	16	0	.....	16	0	138	27
	Do. from Dhandhuka to Phedra ...	7	0	.....	7	0	Not known...	83
	Do. from Sodhi to Dholera Road ...	15	0	.....	15	0	Do. ...	25
	Do. from Gogo to Mahuva Bady Padwa Road	10	0	.....	10	0	711	241
	Do. from Tagdi to Nana Khokhra.	9	0	.....	9	0	299	126
	Total, Ahmedabad District ...	261	3,790	.....	261	3,790	.....	.....
	Road from Surat to Bárdoli ...	5	2,640	.....	5	2,640	4,553	1,509
	Do. from Surat Railway Station to Varacha	3	2,640	.....	3	2,640	Not known...	404
	Do. from Signápur to Variáv ...	2	0	.....	2	0	1,986	94
	Do. from Jehangirpura to Variáv .	3	0	.....	3	0	Not known .	91
	Do. from Mujura Gate to Khajod .	4	0	.....	4	0	2,208	522
	Do. from Ránder to Kundiana ...	2	0	.....	2	0	Not known .	90
	Do. from Bambawadi to Hajamdi's well	1	2,640	.....	1	2,640	Do. ...	267
	Do. from Mandni to Devgad ...	9	0	.....	9	0	218	289
	Do. from Foolvádi to Maldha ...	2	0	.....	2	0	35	59
Surat	Do. from Bárdoli to Uchhrel ...	9	0	.....	9	0	546	451
	Do. from Motifalod to Ghoda Khadi	7	0	.....	7	0	Not known .	171
	Do. from Bárdoli to Tajpor Junction	1	2,640	.....	1	2,640	434	391
	Do. from Tajpor Junction to Bajipura	10	0	.....	10	0	660	473
	Do. from Tajpor Junction to Vánkáner	4	0	.....	4	0	853	195
	Do. from Sarbhon to Sejwar ...	7	0	.....	7	0	425	89
	Do. from Bárdoli to Supa ...	12	0	.....	12	0	1,998	486
	Do. from Vánkáner to Válod ...	6	0	.....	6	0	3,939	290
	Do. from Válod to Buhari ...	6	0	.....	6	0	1,973	236
	Carried over ...	95	0	.....	95	0	.....	.....
		2,197	3,941	104 2,007	2,302	668	.....	.....
	Carried over Totals, I, II, III & IV.	1,936	151	104 2,007	2,040	2,158	.....	.....

LOCAL FUND ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed. Ms.	ft.	In progress. Ms.	ft.	Total. Ms.	ft.	Average Total Cost of construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
								Rs.	Rs.	
		1,936	151	104	2,007	2,040	2,158	.....	.....	
	Brought forward ...	2,197	3,941	104	2,007	2,302	668	.....	.....	
		95	0	.....		95	0	.....	.....	
	V.—VILLAGE OR CLEARED ROADS—*continued.*									
	NORTHERN DIVISION—*continued.*									
	Road from Bárdoli to Kedareshvar Mahádev	1	2,640	.....		1	2,640	600	48	
	Do. from Olpád to Kadrama ...	8	0	.....		8	0	2,225	885	
	Do. from Vadoli to Kim ...	7	0	.....		7	0	457	336	
	Do. from Kim to Kudsad	1	0	.....		1	0	Not known	33	
	Do. from Ránder to Bhagva Dándi	12	0	.....		12	0	Do. ...	412	
	Do. from Wirwadi to Mouldhara ...	.....		2	0	2	0	Do. ...	10	
	Mangalia-Mora Road	1	0	.....		1	0	334	170	
	Lilapur Village Road	0	568	.....		0	568	Not known	17	
	Road from Lilapur to Bhedhili ...	0	3,960	.....		0	3,960	753	65	
	Abrama Village Road	0	3,000	.....		0	3,000	1,658	8	
	Kadaia-Owara road	0	2,640	.....		0	2,640	2,562	70	
Surat—*concluded.*	Road from Untoli tank towards Dungri Railway Station ...	0	3,900	.....		0	3,900	2,766	24	
	Do. from Bulsár to Tithal... ...	2	1,320	.....		2	1,320	4,060	553	
	Zujna Village Road	0	3,960	.....		0	3,960	400	4	
	Pardi-Haria Road	0	2,000	.....		0	2,000	3,343	2	
	Haria Village Road	0	1,500	.....		0	1,500	Not known	3	
	Dived Village Road	0	2,000	.....		0	2,000	826	2	
	Road from Dungri Railway Station to Utara	0	2,640	.....		0	2,640	796	9	

	Degám Village Road	1	0	.....		1	0	150	60
	Khergaon Dispensary Road... ...	0	1,320	.....		0	1,320	Not known .	9
	Road from Chikhli to Khergaon ...	1	0	8	0	9	0	Do. ...	132
	Alipur Village Road...	0	1,320	.....		0	1,320	Do. ...	.....
	Rankuva Village Road	0	2,640	.....		0	2,640	494	27
	Wanjna Village Road	0	1,760	.....		0	1,760	600	.....
	Endhel Village Road	0	3,520	.....		0	3,520	Not known .	63
	Road from Surkhari to Kharoli ...	1	0	2	3,960	3	3,960	Do. ...	48
	Total, Surat District ...	137	3,728	12	3,960	150	2,408	.....	.....
	Road from Broach to Dehej ...	25	0	.....		25	0	46	1,142
	Dehol-Vágra Road	8	0	.....		8	0	56	446
	Broach to Sukaltirth Road... ...	10	0	.....		10	0	27	273
	Hánsot-Sahol Road	10	0	.....		10	0	43	429
	Rájpipla frontier Road from Ankleswar to Awadar	10	0	.....		10	0	35	356
	Dadhal-Kharchi Road	2	0	.....		2	0	168	336
	Anklesvar to Panoli Road	8	0	.....		8	0	20	158
	Sahol to Ilare Road	2	0	.....		2	0	34	67
	Road from Anklesvar to Andada ...	3	0	.....		3	0	39	117
Broach... ...	Vágra-Kacheri Road	0	2,640	.....		0	2,640	96	48
	A'mod-Kacheri Road	0	2,640	.....		0	2,640	178	89
	A'mod-Pálej Road	14	0	.....		14	0	46	651
	Road from Sarbhon Tank to the village of Mátar	5	0	.....		5	0	18	88
	Do. from Amod to Kerwada ...	5	0	.....		5	0	14	70
	Jambusar to Tankaria Road... ...	10	0	.....		10	0	28	277
	Jambusar to Kundal Road	3	0	.....		3	0	252	758
	Jambusar to Kavi Road	15	0	.....		15	0	12	187
	Jambusar to Degham Road... ...	15	0	.....		15	0	13	190
	Jambusar to Dabha Road	3	0	.....		3	0	29	87
	Jafarpor to Bajadra Road	2	0	.....		2	0	44	87
	Total, Broach District ...	151	0	.....		151	0	.....	.....
	Carried over ...	2,486	2,389	117	687	2,603	3,076	.....	.....
	Carried over Totals, I, II, III and IV.	1,936	151	104	2,007	2,040	2,158	.....	.....

LOCAL FUND ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed. Ms.	ft.	In progress. Ms.	ft.	Total. Ms.	ft.	Average Total Cost of construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
	Brought forward ...	1,936	151	104	2,007	2,040	2,158	.....	.....	
		2,486	2,389	117	687	2,603	3,076	.....	.....	
	V.—VILLAGE OR CLEARED ROADS—*continued.*									
	NORTHERN DIVISION.									
Panch Maháls ...	Road from Sehera to Timba ...	15	0	.....		15	0	470	100	
	Total, Panch Maháls District ...	15	0	.....		15	0	.....	.....	
Thána	Dánda to Dativre Road	6	0	.....		6	0	Not known	49	
	Saya Khind Road	1	0	.....		1	0	Do. ...	15	
	Sháhápur to Dolkhamb Road ..	14	0	.....		14	0	Do. ...	40	
	Road from Shiroshi to Chochre ...	6	0	.....		6	0	Do. ...	200	
	Do. from Mhasey to Potgaon ...	2	0	.....		2	0	Do. ...	100	
	Do. from Murbád to Temegaon ...	1	0	.....		1	0	Do. ...	75	
	Do. from Vaishakhre to Zaughar ...	2	0	.....		2	0	Do. ...	15	
	Do. from Bhiwndi to Khudki ...	8	0	.....		8	0	Do. ...	153	
	Do. from Dáhánu Creek to Chinchni	6	0	.....		6	0	Do. ...	27	
	Umbergaon to Sanjan ...	6	0	.....		6	0	Do. ...	8	
	Khedli-Talowli Madwal ...	2	0	.....		2	0	Do. ...	15	
	Dahavali to Hul	5	0	3	0	8	0	Do. ...	109	
	Sháhápur to Batsai River	0	2,640	.....		0	2,640	Do. ...	530	
	Total, Thána District ...	59	2,640	3	0	62	2,640	.....	.....	
	TOTAL, NORTHERN DIVISION ...	624	4,878	15	3,960	640	3,558	.....	.....	

	Southern Division.									
Belgaum ...	Road from Bágevádi to Bhendigiri	2	0	.....	2	0	Not known ..	176	
	Do. from Halkarni to meet Amboli Road	1	0	.....	1	0	Do. ...	334	
	Do. from Chandgad to Shirgaon ...	2	0	.....	2	0	Do. ...	246	
	Do. from Chandgad to Parle ...	6	0	.....	6	0	Do. ...	285	Not repaired in 1891-92.
	Do. to Mudalgi	0	1,320	.....	0	1,320	Do. ...	.....	
	Do. leading to Bailhongal ...	0	3,960	.....	0	3,960	Do. ...	30	
	Do. from Sampgaon to Nesurgi ..	8	0	.....	8	0	Do. ...	60	Not repaired in 1891-92.
	Do. leading to the town of Khánápur	0	2,640	.....	0	2,640	Do. ...	.....	
	Do. leading to Nandgod	0	2,640	.....	0	2,640	Do. ...	25	
	Do. do. Bidi	0	2,640	.....	0	2,640	Do. ...	75	
	Do. from Honkul to Talewadi ...	2	0	.....	2	0	Do. ...	100	
	Do. from Daddi to Yemkanmardi .	7	0	.....	7	0	Do. ...	537	Not repaired in 1891-92.
	Do. from Nandgad to Talewadi ...	2	0	.....	2	0	Do. ...	.....	
	Total, Belgaum District ...	32	2,640	.....	32	2,640	.....	.....	
Bijápur ...	Indi to Majari-Indi Road	2	0	.....	2	0	Not known...	162	Not repaired during 1891-92.
	Road from Burdol to Nimbargi ...	4	0	.....	4	0	Do. ...	416	
	Do. from Indi to Mavinhali ...	2	2,640	.....	2	2,640	Do. ...	200	Actual cost of repairs, 1888-89. Not repaired in 1891-97.
	Jalihal to Shirur Road	27	0	.....	27	0	Do. ...	1,200	Repaired in 1886-87 only.
	Shindgi-Almel Road	12	0	.....	12	0	Do. ...	497	Repaired annually. No drains.
	Shindgi-Balgaur Road	9	0	.....	9	0	Do. ...	486	Do. do.
	Muddebihál-Nalatwad Road ...	12	0	.....	12	0	Do. ...	298	Do. do.
	Almati-Yelgur Road	3	0	.....	3	0	Do. ...	79	Not repaired annually.
	Muddebihál-Talikot Road	18	0	.....	18	0	Do. ...	317	Repaired annually. No drains.
	Bágevádi-Kolhar Road	21	0	.....	21	0	Do. ...	2,015	
	Bágevádi-Havin-Hippargi Road ...	8	0	.....	8	0	Do. ...	170	Not repaired anually. Few drains in places.
	Managoli-Mulwad Road	8	0	.....	8	0	Do. ...	462	Repaired annually. No drains.
	Roads from Mulwad to Kolhar and Baloti	31	0	.....	31	0	Do. ...	240	Repaired generally every second year.
	Kaládgi-Mudhol road from Kaládgi to Algundi	5	0	.....	5	0	Do. ...	635	
	Bilgi-Badgandi Road	2	0	.....	2	0	Do. ...	557	Partly murammed. No drains.
	Bágalkot-Haveli Road	0	2,640	.....	0	2,640	480	325	Repaired annually. No drains.
	Road from Sonn to the Krishna River	0	2,640	.....	0	2,640		149	To be repaired whenever necessary.
	Carried over ...	165	2,640	.....	165	2,640	.....	.....	
	Carried over Totals, I, II, III and IV...	2,593	2,389	120 687	2,713	3,076	.....	.....	
		1,936	151	104 2,007	2,040	2,158	.....	.....	

LOCAL FUND ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed. Ms.	ft.	In progress. Ms.	ft.	Total. Ms.	ft.	Average Total Cost of construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
		Ms.	ft.	Ms.	ft.	Ms.	ft.	Rs.	Rs.	
		1,936	151	104	2,007	2,040	2,158	.....	.....	
	Brought forward ...	2,593	2,389	120	687	2,713	3,076	.....	.....	
		165	2,640	.....		165	2,640	.....	.....	
	V.—VILLAGE OR CLEARED ROADS—*continued.*									
	SOUTHERN DIVISION—*continued.*									
Bijápur—*concluded.*	Road from Bádámi to Bádámi Railway Station	3	0	.....		3	0	Not known...	328	Not repaired during 1891-92.
	Indi-Horti Road	12	0	.....		12	0	Do. ...	263	No drains.
	Road from Nimbal to Tadvalga ...	6	0	.....		6	0	Do. ...	270	Do.
	Do. Hatargi to Minchual ...	4	0	.....		4	0	Do. ...	165	Do.
	Do. Salotgi to Sangoji ...	10	0	.....		10	0	Do. ...	497	Not repaired during 1891-92.
	Do. Chadchan to Nimbargi ...	6	0	.....		6	0	Do. ...	168	Do. do.
	Do. Jagjiwani to Sholápur-Belári Road ...	8	0	.....		8	0	Do. ...	399	Do. do.
	Do. Bardol to Jagjiwani ...	8	0	.....		8	0	Do. ...	255	Do. do.
	Do. Chick Shindgi to Sugthan.	15	0	.....		15	0	Do. ...	456	No drains.
	Do. Yelgur to Nidgundi ...	3	0	.....		3	0	Do. ...	250	Not repaired during 1891-92.
	Do. Badgi to the Krishna River	0	420	.....		0	420	Do. ...	449	Repaired in 1889-90 only.
	Tambe-Atharga Road	9	0	.....		9	0	Do. ...	217	Repaired in 1890-91 and 1891-92 only. No drains.
	Road from Nimbal Station to Horti.	3	0	.....		3	0	Do. ...	186	Do. do.
	Do. from Yenkanchi to Golgeri ...	9	0	.....		9	0	Do. ...	314	Repaired in 1890-91 only.
	Do. Shindgi-Kárwár Road ...	15	0	.....		15	0	Do. ...	631	Do. in 1890-91 and 1891-92 only. No drains.
	Do. from Sindgi Gale Savalgi ...	15	0	.....		15	0	Do. ...	495	Repaired in 1890-91 only. No drains.
	Road passing by the Badgandi Durga to join the Sholápur-Hubli Road ...	13	0	.....		13	0	Do. ...	457	Do. in 1890-91 and 1891-92 only. No drains.

	Road from Bágalkot to Bennur ...	9	0	.....	9	0	Do. ...	191	One mile has been repaired during 1891-92.
	Do. from Bádámi to Govankop ...	15	0	.....	15	0	Do. ...	.....	Repaired during 1891-92 only. Partly murammed.
	Do. from Kattigadi Station Dharmshála to meet the Galedgad road...	0	1,760	.....	0	1,760	Do. ...	.....	Country track repaired during 1891-92 only.
	Road from Kainkatti to a well (Bádám Táluka)	0	2,640	.....	0	2,640	Do. ...	.....	Do. do.
	Bijápur Kattarihalli road	13	0	.....	13	0	Do. ...	.....	Do. do.
	Road from Gedalwádi to Kalgi (Mudebihall Táluka)	6	0	.....	6	0	Do. ...	.....	Do. do.
	Total, Bijápur District ...	348	2,180	.....	348	2,180	.....	.....	
	Road from Mirjan to Nagur ...	4	2,640	.....	4	2,640	163	105	
	Do. from Kumta to Murur ...	3	0	.....	3	0	633	172	
	Do. from Kumta to Halkar ...	1	2,640	.....	1	2,640	19	23	
	Do. from Soundihittal to Divgi ...	2	0	.....	2	0	16	26	
	Do. from Walgalli to Oorkery ...	3	0	.....	3	0	233	33	
	Do. from Upinpattan to Shirgungi	2	0	.....	2	0	75	30	
	Do. from Mirjan to Kumta ...	5	0	.....	5	0	33	180	
	Do. leading to the Gokarn Bungalow	0	2,640	.....	0	2,640	947	40	
	Kasarkode-Termaki Road	6	0	.....	6	0	71	223	
	Honávar-Hadinball Road	4	0	.....	4	0	124	193	
Kánara ...	Kerekoney-Salkod Road	10	0	.....	10	0	26	133	
	Duggur-Gankarbhavi Road... ...	0	2,640	.....	0	2,640	Not known...	12	
	Kirkar-Chandavar Road	2	2,640	.....	2	2,640	55	36	
	Idgunji Road	1	0	.....	1	0	Not known...	44	
	Kajalli-Mallapur Road	1	2,640	.....	1	2,640	84	15	
	Manki-Chittar Road...	2	2,640	.....	2	2,640	120	37	
	Navaitkerry Road	1	2,640	.....	1	2,640	120	10	
	Chitrapur-Tattihakal Road	1	2,640	.....	1	2,640	Not known...	56	
	Murdeshvar-Kerikatti Road ...	1	0	.....	1	0	Do. ...	41	
	Hebbankeri-Navalgund Road ...	2	2,640	.....	2	2,640	79	66	
	Santgal-Hebbankeri Road	6	0	.....	6	0	57	179	
	Karki-Duggur Road	0	2,640	.....	0	2,640	381	223	
	Honávar-Bhikasta Ferry Road ...	1	0	.....	1	0	Not known...	15	
	Carried over ...	63	2,640	.....	63	2,640	.....	.....	
		2,941	4,569	120 687	3,061	5,256	.....	.....	
	Carried over Totals, I, II, III, and IV.	1,936	151	104 2,007	2,040	2,158	.....	.....	

Districts.	Classification and Names of Roads.	Length in Miles. Completed. Ms.	ft.	In progress. Ms.	ft.	Total. Ms.	ft.	Average Total Cost of construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
		1,936	151	104	2,007	2,040	2,158	.....	.....	
	Brought forward ...	2,941	4,569	120	687	3,061	5,256	.....	.....	
		63	2,640	.....		63	2,640	.....	.....	
	V.—VILLAGE OR CLEARED ROADS—*continued.*									
	SOUTHERN DIVISION—*continued.*									
Kánara *concluded.*	Siddápur Town and Village Road ...	6	2,640	.....		6	2,640	Not known...	280	
	Kámbarkani-Bedkani Road ...	2	2,640	.....		2	2,640	119	40	
	Karkisal-Honchadi Road	1	0	.....		1	0	Not known...	22	
	Road to Jogue Travellers' Bungalow	1	2,640	.....		1	2,640	Do. ...	30	
	Sirsi Village Roads	5	0	.....		5	0	Do. ...	100	
	Road from Kaiga Road to Kudwad Ferry...	2	2,640	.....		2	2,640	Do. ...	46	
	Do. from Chitakuli to Sawarpai ...	1	2,640	.....		1	2,640	333	71	
	Do. from Asnoti to Kansgiri ...	2	2,640	.....		2	2,640	100	59	
	Do. from Kodibág to Macdonald Pier to Kaiga Road	2	0	.....		2	0	Not known...	136	
	Do. from Sezvad to Balgar Creek .	1	0	.....		1	0	Do. ...	76	
	Do. from Achwa Hebbar's house to join the Waddighát Road...	1	2,640	.....		1	2,640	197	27	
	Do. from Belse to Chandramat ...	1	2,640	.....		1	2,640	217	32	
	Do. from Ankola to Bobravada ...	1	0	.....		1	0	570	27	
	Do. from Avarsa to join the Kárwár main Road	1	0	.....		1	0	109	28	Constructed in 1888-89.
	Targar Road...	0	2,640	.....		0	2,640	411	47	
	Yellápur Town and Village Roads...	3	0	.....		3	0	640	368	
	Road to Udanmaki well	0	3,960	.....		0	3,960	33	19	
	Mundgod Village Roads	1	0	.....		1	0	100	134	
	Haliyál do.	5	2,640	.....		5	2,640	167	200	

	Bhatgal bunder Road	3	0	.....		3	0	Not known...	27	
	Bilgi Bedrakani Road	4	0	.....		4	0	Do. ...	400	
	Road from Sadashivgad Church to join the main road... ...	0	500	.....		0	500	588	20	
	Do from Kumta to Barsgaum ...	0	3,960	.....		0	3,960	200	.....	New Road.
	Nyasargi Village Road	0	660	.....		0	660	944	.....	Do.
	Terekatti Ternamaki Baste Road ...	0	1,320	.....		0	1,320	1,600	.....	Do.
	Road from Shelgi Shalmao to Kushvalla	1	2,640	.....		1	2,640	166	.....	Do.
	Do. from Magali Ramnath temple to join the main road ...	0	2,100	.....		0	2,100	257	10	
	Do. from Achwa to Hillor	0	2,640	.....		0	2,640	58	.....	Newly constructed.
	Total, Kánara District ...	115	4,580	.....		115	4,580	.....	.....	
	Hosahubli-Gopankop Road... ...	5	0	.....		5	0	17	31	
	Halehubli-Gabbur Road	3	0	.....		3	0	33	66	
	Do. Katnur Road	4	0	.....		4	0	30	88	
	Hubli-Arlikatti Road	2	3,960	.....		2	3,960	360	46	
	Roads round the town of Bankápur.	1	0	.....		1	0	499	99	
	Road from Shiggaon to the District Bungalow	0	2,640	.....		0	2,640	56	28	
	Roads in the town of Shiggaon ...	0	2,640	.....		0	2,640	204	102	
	Country Roads	1	0	.....		1	0	283	283	
	Navalgund-Padesur Road	2	0	.....		2	0	8	16	
Dhárwár ...	Do. Algodi Road	6	0	.....		6	0	10	58	
	Do. Arekurhatti Road ...	3	0	.....		3	0	8	23	
	Do. Gudsagar Road... ...	4	0	.....		4	0	6	25	
	Do. Hunsikatti Road ...	9	0	.....		9	0	1	10	
	Do. Kolvad Road	5	0	.....		5	0	6	30	
	Annigeri-Majigudd Road	3	0	.....		3	0	3	10	
	Kolvad-Dundur Road	4	0	.....		4	0	1	3	
	Navalgund-Gobirgumpi Road ...	3	0	.....		3	0	2	7	
	Do. Yamnúr Road	3	0	.....		3	0	17	50	
	Kalghatgi Country track	1	0	.....		1	0	101	101	
	Bedli-Nalla slope road	0	660	.....		0	660	80	21	
	Kittur-Adnur Road	1	0	.....		1	0	13	13	
	Carried over ...	61	4,620	.....		61	4,620	.....	.....	
		3,057	3,869	120	687	3,177	4,556	.....	.....	
	Carried over Totals, I, II, III and IV.	1,936	151	104	2,007	2,040	2,158	.....	.....	

LOCAL FUND ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed. Ms.	ft.	In progress. Ms.	ft.	Total. Ms.	ft.	Average Total Cost of construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
		Rs.								
		1,936	151	104	2,007	2,040	2,158	.....	.....	
	Brought forward ...	3,057	3,869	120	687	3,177	4,556	.....	.....	
		61	4,620	.....		61	4,620	.....	.....	
	V.—VILLAGE OR CLEARED ROADS—*continued.*									
	SOUTHERN DIVISION.—*continued.*									
Dhárwár—*concluded.*	Padesur-Tirlápur Road	5	0	.....		5	0	9	44	
	Navalgund-Belvatgi Road	2	0	.....		2	0	5	10	
	Annigeri-Manakvad Road	4	0	.....		4	0	1	3	
	Arekurhatti-Byahatti Road... ...	3	0	.....		3	0	9	28	
	Annigeri-Kurtkoti Road	3	0	.....		3	0	10	30	
	Roads in the village of Annigeri ...	1	0	.....		1	0	15	15	
	Annigeri-Hallikeri Road	5	0	.....		5	0	6	31	
	Navalgund-Ibrámpur Road... ...	5	0	.....		5	0	5	25	
	Annigeri-Kolvad Road	5	0	.....		5	0	3	17	
	Hallikeri-Adnur Road	1	2,640	.....		1	2,640	10	15	
	Navalgund-Hallikeri Road	6	0	.....		6	0	2	13	
	Annigeri-Kondikop Road	3	0	.....		3	0	6	20	
	Yamanur-Hebli Road	5	0	.....		5	0	9	45	
	Chilkwad-Dudur Road	6	0	.....		6	0	2	12	
	Annigeri-Sisanhal Road	4	0	.....		4	0	4	18	
	Sisanhalli-Nalvadi Road	4	0	.....		4	0	3	12	
	Country track from Lakundi to Gadag	6	0	.....		6	0	9	15	
	Do. track from Lakundi to Jantli	0	1,320	.....		0	1,320	595	24	
	Do. track from Gadag to Kalsapur	4	0	.....		4	0	2	8	
	Do. track from Mevundi to Harlapur	4	0	.....		4	0	22	88	
	Do. from Hirekerur to Basrikatti	0	2,640	.....		0	2,640	200	100	

	Do. from Havasbhavi to the junction of Harihar-Samasgi Road ...	1	0	.....	1	0	100	100	
	Road from Andaniswami Matha to Kambarkulmi	0	1,320	.....	0	1,320	77	19	
	Do. from Vithoba's tempel to Chavki Matha	0	1,320	.....	0	1,320	40	10	
	Do. from Mahálkari's Kacheri to the nála in Mundargi ...	0	2,640	.....	0	2,640	56	28	
	Do. from Hanuman's temple to Police Gate, Mundergi ...	0	2,640	.....	0	2,640	794	5	
	Do. from Betigeri to Huilgol ...	0	1,320	.....	0	1,320	796	62	
	Country track road to Ron Táluka Kacheri	0	660	.....	0	660	440	55	
	Malápur Dharmshála road... ...	0	1,320	.....	0	1,320	1,350	100	
	Road from Rajur to Gajendragad ...	2	1,320	.....	2	1,320	53	120	
	Do. from the village of Alur to the Alur Station	0	3,960	.....	0	3,960	235	176	
	Abbigeri-Naregal Road	3	2,640	.....	3	2,640	31	107	
	Naregal-Kotumchigi Road	2	2,640	.....	2	2,640	40	102	
	Country tracks in Hángal	1	0	.....	1	0	240	240	
	Masur-Samasgi Road	15	2,640	.....	15	2,640	62	960	
	Hirekerur-Shikárpur Road ...	7	3,960	.....	7	3,960	105	820	
	Holibikond-Motebennur Road ...	3	3,960	.....	3	3,960	171	640	
	Country road from Tavergi to Kod...	5	0	.....	5	0	20	101	
	Naregal-Jakali Road	0	1,320	.....	0	1,320	200	50	
	Country track from Navalgund-Ron road to Malápur Station ...	0	660	.....	0	660	339	.....	
	Total, Dhárwár District ...	184	3,300	.....	184	3,300	.....	.....	
	Ashta-Shegaon Road	6	0	.....	6	0	50	137	
	Ashta-Shirála Road	16	0	.....	16	0	37	266	
Sátára ...	Islámpur-Válva Road	8	0	.....	8	0	50	38	No expenditure on repairs during the year.
	Road to river Warna at Dudhagaon .	0	2,640	.....	0	2,640	Not known...	51	
	Ladegaon-Shegaon Road	4	0	.....	4	0	Do. ...	26	
	Carried over ...	34	2,640	.....	34	2,640	.....	.....	
		3,242	1,889	120 687	3,362	2,576	.....	.....	
	Carried over Totals, I, II, III and IV.	1,936	151	104 2,007	2,040	2,158	.....	.....	

LOCAL FUND ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed. Ms.	ft.	In progress. Ms.	ft.	Total. Ms.	ft.	Average Total Cost of construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
								Rs.	Rs.	
		1,936	151	104	2,007	2,040	2,158	.....	.....	
	Brought forward ...	3,242	1,889	120	687	3,362	2,576	.....	.....	
		34	2,640	.....		34	2,640	.....	.....	
	V.—VILLAGE OR CLEARED ROADS—*continued.*									
	SOUTHERN DIVISION—*continued.*									
	Warna-Valley Road	10	0	24	0	34	0	1,128	529	
	Track to Jakatwadi	0	2,640	.....		0	2,640	Not known...	29	
	Track behind the old Telegraph Office	0	2,640	.....		0	2,640	Do. ...	8	
	Wái-Rájevádi Road	7	0	.....		7	0	Do. ...	37	
	Wái-Bawdhán Road	2	2,640	.....		2	2,640	Do. ...	270	
	Islampore-Shenoli Road ...	10	0	.....		10	0	50	228	
	Wái-Dham Road	4	2,640	.....		4	2,640	590	299	
	Wái-Sonjai Road	2	0	.....		2	0	50	48	
	Road to the Dharmshála at Dhandeghar from Surul-Mahábaleshvar Road	0	200	.....		0	200	1,320	9	
	Morekhind Road	6	0	.....		6	0	42	77	
	Mádha-Gogwe Road	8	0	.....		8	0	9	84	Original cost is on account of land compensation paid during the year.
	Mádha-Bamnoli Road	7	0	.....		7	0	71	212	
	Kas-Mahábaleshvar Road	16	0	.....		16	0	Not known...	52	
	Dahivadi-Gondowli Road	3	0	.....		3	0	39	118	Expenditure on original work in 1890-91.
	Dahivadi-Malowdi Road	3	0	.....		3	0	33	24	
	Sangwad-Marali Road	3	0	.....		3	0	Not known...	124	
	Sátára-Pátan Road	21	0	.....		21	0	910	298	
	Marli-Muldan Road	6	0	.....		6	0	Not known...	155	
	Mala-Morgiri Road	12	0	.....		12	0	25	234	

Sátára—*contd.*	Road to Sangwad Ferry	1	0	.....	1	0	1,057	20	
	Aundh-Nandoshi Road	1	2,640	.....	1	2,640	333	57	
	Vádúj-Katerkatao Road	4	0	.....	4	0	134	138	Improvements made during 1890-91.
	Tásgaon-Chinchani Road	3	0	.....	3	0	Not known...	86	
	Road to the village of Tembhu ...	.....		.....	.....		544	.....	These are village roads and the expenditure mentioned was incurred during 1888-89 only.
	Do. to the village of Mohopre ...	.....		.....	.....		600	.....	
	Do. to the river at Kashil... ...	.....		.....	.....		400	.....	
	Kesi-Yerawle Road	1	0	.....	1	0	200	.....	
	Válva-Boregaon Road	6	0	.....	6	0	107	83	Expenditure on repairs during 1890-91.
	Urun-Kameri Road...	4	0	.....	4	0	204	.....	Improvements during 1891-92.
	Road to Chinchner from Sátára-Tásgaon Road	0	2,640	.....	0	2,640	454	.....	Expenditure in 1891-92.
	Do. to dharmshála at Palsi ...	0	2,640	.....	0	2,640	296	.....	Do. in 1889-90.
	Chaphel-Charegaon Road	3	0	.....	3	0	166	75	
	Akalkhop-Ashta Road	4	0	.....	4	0	167	2	
	Road from Krishna Canal to the village of Govari	0	2,640	.....	0	2,640	1,870	182	Improvements made during current year.
	Islámpur-Chikurde Road	12	0	.....	12	0	49	196	Expenditure on repairs in 1889-90.
	Bahe-Boregaon Road	4	0	.....	4	0	122	.....	
	Shirála-Shagaon Road	6	0	.....	6	0	50	.....	
	Mangle-Shirála Road	4	0	.....	4	0	50	26	
	Road to the river at Balaoda ...	.....		.....	.....		303	.....	These are village roads and the expenditure mentioned was incurred during 1889-90 only.
	Do. do. at Perle	.....		.....	.....		500	.....	
	Do. from Surli to Pandharpur Road.	.....		.....	.....		298	.....	
	Do. to Cheregaon ...	.....		.....	.....		100	500	Cost of original works and repairs in 1889-90 and 1890-91 respectively.
	Do. from Wathar Dharmshála to Kolhápur Road	.....		.....	.....		.....	120	Expenditure during 1889-90.
	Track from Sátára-Kolhápur Road to Bharatgaon	0	2,640	.....	0	2,640	96	17	
	Road to Tásgaon from Sátára-Tásgaon Road	0	1,320	.....	0	1,320	868	18	
	Wái-Ambadkhind Road	6	0	.....	6	0	Not known...	114	
	Wái-Pardo Road	2	2,640	.....	2	2,640	Do. ...	96	
	Road from Bhuinj to Sátára-Poona Road	0	1,000	.....	0	1,000	Do. ...	32	
	Do. from Khandála to Sátára-Poona Road...	0	1,500	.....	0	1,500	1,471	19	
	Carried over ...	221	1,380	24 0	245	1,380	.....	.....	
		3,242	1,889	120 687	3,362	2,576	.....	.....	
	Carried over Totals, I, II, III and IV	1,936	151	104 2,007	2,040	2,158	.....	.....	

LOCAL FUND ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed. Ms.	ft.	In progress. Ms.	ft.	Total. Ms.	ft.	Average Total Cost of construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
		Ms.	ft.	Ms.	ft.	Ms.	ft.	Rs.	Rs.	
		1,936	151	104	2,007	2,040	2,158	.....	.....	
	Brought forward ...	3,242	1,889	120	687	3,362	2,576	.....	.....	
		221	1,380	24	0	245	1,380	.....	.....	
	V.—VILLAGE OR CLEARED ROADS—*continued.*									
	SOUTHERN DIVISION—*concluded.*									
	Do. from Lonand Station to Sátára-Poona Road (old)	0	800	.....		0	800	Not known...	10	
	Vita-Pare Road	6	0	.....		6	0	227	47	
	Road from Koregaon to Railway Station	0	2,640	.....		0	2,640	Not known...	34	
	Do. from Sátára-Poona (old) to Deur Bungalow	.....		.....		.....		Do. ...	46	
	Dahiwádi-Mograla Road	10	0	.....		10	0	49	243	The number of miles have now been corrected as ascertained. The original cost is for 1887-88.
	Tásgaon-Dahiwádi Road	3	0	.....		3	0	Not known...	47	
	Kale-Nandlapur Road	3	0	.....		3	0	Do. ...	250	
	Peth-Válva Road	8	0	.....		8	0	49	.....	
	Road to the Krishna River at Arle...	0	60	0	90	0	150	62	.....	
	Do. to Revangaon	0	3,200	.....		0	3,200	21	.....	
	Chinchkhind Road	2	0	.....		2	0	Not known...	47	
	Road to Palshi	0	2,640	.....		0	2,640	295	34	
	Vaduj-Aundh Road...	4	0	3	0	7	0	.....	190	
	Holichagaon to Mhasur Road ...	0	2,640	1	2,640	2	0	.....	24	
	Váduj Yelmarwádi Road	6	0	.....		6	0	.....	71	
	Akalkhop-Audumbar Road	1	0	.....		1	0	250	47	
	Road to the village gate at Soni ...	.....		.....		.....		.....	12	Improvements made during current year.
	Do. in the village gate at Got-Khind	.....		.....		.....		.....	90	

Sátára—*contd.*...	Do. from Mundhi to Chiplun Road	1	0	.....		1	0	.....	153	Expenditure on repairs in the current year.
	Do. from Sátára-Tàsgaon Road to Jihi	0	3,960	.....		0	3,960	150	.....	
	Do. from Udtari to Do. ..	0	1,600	.....		0	1,600	.....	96	
	Do. from Brahmanpure to the river at Nagtane	0	660	.....		0	660	.....	22	
	Do. from Karali to Do.	0	660	.....		0	660	.....	22	
	Do. from Sátára-Tasgaon Road to Chinchnar Sámatlimb	0	980	.....		0	980	.....	39	
	Dahiwadi Mahimangad Road ...	0	2,640	.....		0	2,640	.....	36	
	Road in the Khind between Morde and Bhalowde	0	1,000	.....		0	1,000	.....	19	
	Foot-path at Tondosi	0	2,640	.....		0	2,640	.....	9	
	Budh-Salgun Road	2	0	.....		2	0	.....	92	
	Sirsowdi-Holichagaon Road ...	1	2,640	1	0	2	2,640	.....	24	
	Pundi-Arawadi Road	5	0	.....		5	0	48	.....	Expenditure on improvements.
	Chinchni-Lade Road	3	0	.....		3	0	48	.....	
	Vangurwadi Visapur Road	3	0	.....		3	0	48	.....	
	Road from Wardhungad to Encamping ground	.....		.....		... ..		50	.....	
	Do. from Bopegaon to Sátára Poona Road	2	2,640	.....		2	2,640	.....	95	
	Total, Sátára District ...	287	1,100	29	2,730	316	3,830	.....	.....	
	Total, Southern District ...	968	3,240	29	2,730	998	690	.....	.....	
	CENTRAL DIVISION.									
Násik	Sinnar-Vinchur Road	45	0	.....		45	0	3,261	2,280	
	Sinnar-Devláli Camp Road ...	16	0	.....		16	0	Not known...	1,176	
	Niphád-Pimpalgaon Road	11	0	.....		11	0	813	1,585	
	Nándgaon-Málegaon Road	16	0	.....		16	0	861	5,533	
	Pandhari Ghát road, Táluka Nándgaon...	9	0	.....		9	0	Not known...	522	
	Total, Násik District ...	97	0	.....		97	0	.....	.....	
	Carried over ...	3,626	2,989	149	3,417	3,776	1,126	.....	.....	
	Carried over Totals, I, II, III, and IV	1,936	151	104	2,007	2,040	2,158	.....	.....	

LOCAL FUND ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed.		In progress.		Total.		Average total Cost of construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
		Ms.	ft.	Ms.	ft.	Ms.	ft.	Rs.	Rs.	
	Brought forward ...	1,936	151	104	2,007	2,040	2,158	.....	.....	
		3,626	2,989	149	3,417	3,776	1,126	.....	.....	
	V.—VILLAGE OR CLEARED ROADS—*continued.*									
	CENTRAL DIVISION—*continued.*									
	Road from Kusur Khind to Parande.	5	0	.....		5	0	30	116	Average of 3 years.
	Do. from Málsej to Anaghat Road.	36	0	.....		36	0	15	724	
	Do. from Junnar to Ralegam ...	8	0	.....		8	0	62	259	
	Do. from Junnar to Dingore ...	7	0	.....		7	0	71	122	
	Do. from Junnar to Kusur ...	3	0	.....		3	0	33	76	Average of 4 years.
	Do. from Ballalwadi Khind to Otúr.	6	0	.....		6	0	57	201	Do. do.
	Madhkind Road	5	0	.....		5	0	40	200	Do. 2 years.
	Do. from Kalavde to join the Sátára Road	1	0	.....		1	0	349	33	
	Do. from Shivre to join Sátára Road	0	2,640	.....		0	2,640	760	20	
	Do. from Kikvi to join the Sátára Road	0	3,960	.....		0	3,960	443	19	Average of 4 years.
	Do. from Sásvad to Supe Khurd ...	1	2,640	.....		1	2,640	133	30	
	Do. from Jejuri to Borghát ...	7	0	.....		7	0	Unknown ...	139	Do. 3 years.
	Do. from Jejuri to Supa *vid* Pandeshvar	15	0	.....		15	0	42	177	Do. 4 years.
	Do. from Jejuri to Morgaon ...	6	0	.....		6	0	Unknown ...	225	
	Do. from Sásvad to Rise Pise ...	22	0	.....		22	0	Do. ...	224	
	Do. from Walhe to Parinche ...	6	0	.....		6	0	83	232	Do. 4 years.
	Do. from Morgaon to Bárámati ...	20	0	.....		20	0	Do. ...	455	Do. 3 years.

Poona	Do. from Indápur to Chandgaon	13	0	.....	13	0	Unknown ...		207		
	Do. from Indápur to Sarati ...	10	0	.....	10	0	Do. ...		412		
	Do. from Kumbhargaon to Tavsi.	19	0	.....	19	0	Do. ...		234		
	Do. from Sirúr to Pábal	24	0	.....	24	0	Do. ...		487	Average	of 4 years.
	Do. from Sirúr to Mandaogaon ...	10	0	.....	10	0	Do. ...		297	Do.	do.
	Do. from Shikrapur to Talegaon ...	2	0	.....	2	0	Do. ...		72	Do.	3 years.
	Do. from Pátas to Dhond ...	9	0	.....	9	0	Do. ...		214	Do.	4 years.
	Do. from Pátas to Bárámati ...	24	0	.....	24	0	Do. ...		411	Do.	do.
	Do. from Supe to Karhati ...	6	0	.....	6	0	Do. ...		222	Do.	do.
	Do. from Dhond to Kurkumb ...	6	0	.....	6	0	Do. ...		144		
	Do. from Bárámati to Nimbat ...	22	0	.....	22	0	Do. ...		437		
	Do. from Kurkumb to Vasunde ...	4	0	.....	4	0	Do. ...		115	Do.	4 years.
	Do. from Rawangaon to Boribgal .	4	0	.....	4	0	Do. ...		69	Do.	4 years.
	Do. from Supa to Sirúr Nira bridge road...	1	0	.....	1	0	Do. ...		47	Do.	3 years.
	Do. from Supa to Bhandgaon ...	12	0	.....	12	0	Do. ...		190	Do.	4 years.
	Do. from Urali to Shindowne Ghát.	6	0	.....	6	0	Do. ...		120		
	Do. from Kondhanpur to Shiwapur.	5	0	.....	5	0	Do. ...		139		
	Do. from Pimprighát to Paud ...	14	0	.....	14	0	Do. ...		126	Do.	3 years.
	Do. from Morgaon to Mavdi ...	4	0	.....	4	0	Do. ...		455	Do.	3 years.
	Do. from Bárámati to Sangvi ...	6	0	.....	6	0	Do. ...		177	Do.	4 years.
	Do. from Nándod to join Poona-Singhar Road	1	0	.....	1	0	836		309	Do.	do.
	Do. from Virwadi to old Sátára Road	5	0	.....	5	0	37		95	Do.	of 3 years.
	Do. from Parinche to Vir	2	0	.....	2	0	147		55	Do.	of 4 years.
	Do. from Sásvad to Babdeoghat ...	9	0	.....	9	0	Unknown ...		171	Do.	do.
	Do. from Sásvad to Parinche ...	9	0	.....	9	0	Do. ...		219	Do.	of 3 years.
	Do. from Chambli to join Purandhar Fort road	5	0	.....	5	0	Do. ...		161	Do.	do.
	Do. from Pimpri to join old Sátára road	1	0	.....	1	0	50		29	Do.	do.
	Do. from Junnar to Bablvádi ...	3	0	.....	3	0	33		100	Do.	of 1 year.
	Carried over ...	385	3,960	.....	385	3,960	.....		.....		
		3,626	2,989	149 3,417	3,776	1,126	.....		.....		
	Carried over Totals, I, II, III and IV	1,936	151	104 2,007	2,040	2,158	.....		.....		

LOCAL FUND ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed.		In progress.		Total.		Average total Cost of construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
		Ms.	ft.	Ms.	ft.	Ms.	ft.	Rs.	Rs.	
		1,936	151	104	2,007	2,040	2,158	.....	.....	
	Brought forward ...	3,626	2,989	149	3,417	3,776	1,126	.....	.....	
		385	3,960	.....		385	3,960	.....	.....	
	V.—VILLAGE OR CLEARED ROADS—*continued.*									
	CENTRAL DIVISION—*continued.*									
Poona—*concld*...	Road from Junnar to join Násik line at Bhorvádi	8	0	.....		8	0	19	176	Average of 2 years.
	Do. from Rájur to Ghatghar ...	8	0	.....		8	0	22	190	Do. of 2 years.
	Do. from Indápur to Kolthan ...	7	0	.....		7	0	Unknown ...	224	Do. do.
	Do. from portion of Ranjangaon to Sandas road	3	0	.....		3	0	Do. ...	99	Do. of 1 year.
	Do. from Supa to Panwadi ...	2	2,640	.....		2	2,640	Do. ...	50	Do. do.
	Do. from Ganeshkhind to Páshán.	2	0	.....		2	0	400	450	Do. of 2 years.
	Do. from Poona Singhar road to Parbati	1	0	.....		1	0	.....	50	Do. of 1 year.
	Total, Poona District ...	417	1,320	.....		417	1,320	.....	.....	
	Sangamner-Jorwe Road	1	2,640	.....		1	2,640	.....	165	Average for 4 years. Construction not in progress. Figures for the cost of completed construction not available.
	Sangamner-Rájápur Road	0	1,320	.....		0	1,320	.....	98	Do. for 2 do. do.
	Karohghát-Nimon Road	0	660	.....		0	660	.....	40	Rs. 40 spent in 1888-89. No expenditure was incurred during the year.
	Akola-Deothán Road	5	0	.....		5	0	99	110	Average for 2 years. Construction not in progress.

Ahmednagar ...	Deothán-Samsherpur Road... ...	2	0	.....	2	0	61	.....		No expenditure for repairs has been incurred.
	Akola-Agar Road	1	0	.....	1	0	87	99		Rs. 99 spent in 1888-89.
	Bholevádi-Brahmanváde Road ...	3	0	.....	3	0	59	100		Rs. 100 spent in 1888-89. Construction not in progress.
	Road in the village of Pedgaon ...	0	450	.....	0	450	1,642			
	Road leading to the Karjat River ...	0	99	.....	0	99	339	326		No expenditure was incurred during the year.
	Karjat-Walwad Road	7	0	.....	7	0	21			
	Karjat-Rásin Road	10	0	.....	10	0	20			
	Karjat Mámlatdár's Kacheri Road ...	0	960	.....	0	960	200	200		Rs. 200 spent in 1890-91.
	Road from the river of Shrigonda to the road which leads to the Shrigonda Mámlatdár's Kacheri ...	0	225	.....	0	225	2,886	.....		
	Road from Mandaogam to Nagar road...	1	0	.....	1	0	100	.....		No expenditure was incurred during the year.
	Road from Ghargaon to Pargaon ...	6	0	.....	6	0	45	.....		
	Do. from Kolgaon to Mungaswadi.	2	0	.....	2	0	45	.....		
	Street in the Bhutewadi hill ...	0	1,531	.....	0	1,531	25	.....		Do. do.
	Street in the Deothan Sakat hill ...	0	264	.....	0	264	40	.....		
	Kharda-Jamkhed Road	1	0	.....	1	0	50	.....		
	Road from Kedgaon to Akolener ...	4	0	.....	4	0	85	.....		Do. do.
	Road from Pedgaon to the river Saraswati	0	225	.....	0	225	2,933	.....		Do. do.
	Clearing the roads in the town of Jámkhed of stones...	0	3,115	.....	0	3,115	75	78		Do. do.
	Portion of the Jámkhed-Kharda Road	1	0	.....	1	0	6	6		Do. do. Clearance of stones.
	Nevása Khurd road	0	39	.....	0	39	58	11		Repaired gutters.
	Total, Ahmednagar District ...	46	968	.....	46	968	.....	.....		
	Carried over ...	4,089	5,277	149 3,417	4,239	3,414	.....	.....		
	Carried over Totals, I., II., III., and IV.	1,936	151	104 2,007	2,040	2,158	.....	.....		

LOCAL FUND ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed.		In progress.		Total.		Average total Cost of construction per Mile.	Average annual Cost of Maintenance and Raprirs in the last five years.	Remarks.
		Ms.	ft.	Ms.	ft.	Ms.	ft.	Rs.	Rs.	
		1,936	151	104	2,007	2,040	2,158	.....	.....	
	Brought forward ...	4,089	5,277	149	3,417	4,239	3,414	.....	.....	
		.....		.....		.....		.....	.....	
	V.—VILLAGE OR CLEARED ROADS—*continued.*									
	CENTRAL DIVISION—*continued.*									
	Road from Sholápur to Vangi ...	9	0	.....		9	0	2,204	.....	
	Do. from Banegaon to Mardi ...	6	0	.....		6	0	493	40	
	Do. from Mádha to Mádha Station.	2	0	.....		2	0	292	159	
	Do. from Mádha to Mohol Road...	16	0	.....		16	0	248	30	
	Do. from Pandharpur to Brahmpuri	16	0	.....		16	0	668	215	
	Do. from Pandharpur to Koroli ...	13	0	.....		13	0	1,053	91	
	Do. from Sángola to Naral ...	17	0	.....		17	0	1,267	179	
	Do. from Sángola to Mohad Budruk	16	0	.....		16	0	348	145	
	Do. from Sangevádi to Gherdi ...	24	0	.....		24	0	898	24	
	Do. from Kárkam to Modlimb ...	7	0	.....		7	0	101	9	
	Do. from Nághare to Anakdhal ...	2	2,640	.....		2	2,640	1,028	15	
	Do. from Purándwadí to Shambhu Mahadeo	18	0	.....		18	0	384	.....	
	Do. from Málsiras to Borgaon ...	14	0	.....		14	0	.....	20	
	Do. from Málsiras to Mhasvad ..	22	0	.....		22	0	654	...	
	Do. from Akluj to Kolegaon *vid* Maloli	20	0	.....		20	0	610	276	
	Do. from Mádha to Shetphal ..	11	0	.....		11	0	223	200	
	Do. from Nateputi to Kurbawi ...	9	0	.....		9	0	287	.....	
	Do. from Vairág to Tuljápur ..	16	0	.....		16	0	68	67	
	Sholápur-Hipargi Road	8	0	.....		8	0	464	18	

Sholápur ...	Vairág-Madha Road...	16	0	.....	16	0	.....		57
	Madhą-Papnas Road	7	0	.....	7	0	1,267	.....	
	Do. Kurduwádi Road	8	0	.....	8	0	261	.....	
	Angas to Angas Station Road ...	3	0	.....	3	0	65	.....	
	Karmála-Phaltan Road	25	0	.....	25	0	167	.....	
	Road from Karmála *viá* Korti to Pomalwadi	20	0	.....	20	0	4,596		94
	Karmála-Borgaon Road	5	0	.....	5	0	240		98
	Karmála-Bársi Road...	16	0	.....	16	0	327	.....	
	Karmála *viá* Ropla to Kurduwádi ...	13	0	.....	13	0	.....		248
	Jeur Station to Pandharpur Road ...	43	0	.....	43	0	1,374	.....	
	Temburni-Jeur Road	10	0	.....	10	0	.....		79
	Kem-Temburni Road	10	0	.....	10	0	.....		68
	Kem-Ropla Road	6	0	.....	6	0	331		25
	Road from Pomalwadi Station to river Bhima	0	2,640	.....	0	2,640	300	.....	
	Temburni-Alegaon Road	11	0	.....	11	0	232	.....	
	Pandharpur-Machma Road ...	16	0	.....	16	0	668		168
	Do. Mangalwedha Road ...	8	0	.....	8	0	.....		195
	Sángola-Sinand Road	11	0	.....	11	0	1,830	.....	
	Kadlas-Gherdi Road...	8	0	.....	8	0	2,681	.....	
	Gherdi-Janoni Road	12	0	.....	12	0	1,721	.....	
	Mohad-Kolegaon Road	5	0	.....	5	0	416	.....	
	Natepute-Mhasvad Road	13	0	.....	13	0	381	.....	
	Taralgaon-Begampur Road	15	0	.....	15	0	.....		241
	Karkamb-Károli Road	7	0	.....	7	0	46	.....	
	Road from Degaon to River Bhima.	0	2,640	.....	0	2,640	146	.....	
	Hatur-Samshapur Road	3	0	.....	3	0	308	.....	
	Karmála-Raogaon Road	8	0	.....	8	0	.....		10
	Tarapur-Phulchincholi Road ...	2	0	.....	2	0	.....		5
	Total, Sholápur District ...	548	2,640	.....	548	2,640	.....	.....	
	Carried over ...	4,638	2,637	149 3,417	4,788	774	.....	.....	
	Carried over Totals, I., II., III., and IV.	1,936	151	104 2,007	2,040	2,158	.....	.....	

Districts.	Classification and Names of Roads.	Length in Miles. Completed. Ms.	ft.	In progress. Ms.	ft.	Total. Rs.		Average total Cost of construction per Mile. Rs.	Average annual Cost of Maintenance and Repairs in the last five years. Rs.	Remarks.
	Brought forward ...	1,936	151	104	2,007	2,040	2,158	.....	.....	
		4,638	2,637	149	3,417	4,788	774	.....	.....	
	V—VILLAGE OR CLEARED ROADS—*continued*									
	CENTRAL DIVISION—*concluded.*									
	Road from Nandurbár to Taloda ...	12	0	.....		12	0	Not known.	.....	These are merely cart tracks.
	Do. from Nandurbár to Sháháda...	10	0	.....		10	0	Do.	.....	
	Do. from Nandurbár to Nizámpur	9	0	.....		9	0	Do.	.....	
	Do. from Nandurbár to Navápur ...	40	0	.....		40	0	Do.	.....	6 miles completed; rest is mere cart track.
	Mhasvad-Neri Road	14	0	.....		14	0	Do.	500	
	Jalgaon-Nasirabad Road ...	6	0	.....		6	0	Do.	147	
	Chálisgaon-Waghli Road ...	6	0	.....		6	0	336	.....	
	Erandol-Mahiji Road	12	0	.....		12	0	1,560	624	
	Erandol-Kasoda Road	8	0	.....		8	0	1,489	516	
	Erandol-Jalgaon Road... ...	0	1,056	.....		0	1,056	479	479	
	Road from Songir to Betávad ...	5	0	.....		5	0	Not known.	20	
	Do. from Dhulia to Nahalod ...	3	0	.....		3	0	Do.	33	
	Road from Dhulia to Lamkani ...	1	0	.....		1	0	Do.	23	
	Do. from Mehergaon to Kusundi ...	1	0	.....		1	0	Do.	50	
	Chinchbári Road	1	0	.....		1	0	Do.	58	
	Vaijápur-Chopda Road... ...	12	0	.....		12	0	Do.	40	
	Chopda-Adawad Road	12	0	.....		12	0	Do.	220	
	Chopda-Nimgavan Road ...	10	0	.....		10	0	Do.	231	
	Chopda-Shirpur Road	14	0	.....		14	0	Do.	180	
	Chopda-Chunchalla Road ...	4	0	.....		4	0	Do.	60	
	Málpur Road	1	0	.....		1	0	1,000	105	
	Pimpalner-Desh Shirwada Road ...	0	1,320	.....		0	1,320	1,000	.....	

Khándesh	Vitaibari-Rawodbári Road	0	2,640	.....		0	2,640	400	.....	
	Kondaibari-Amli Road	0	1,320	.....		0	1,320	105	.....	
	Godtha-Kására Road	0	1,320	.....		0	1,320	179	91	
	Sakri-Nizámpur Road	0	400	.....		0	400	554	37	
	Titane-Chadwelbari Road	2	200	.....		2	200	396	25	
	Portion of Sakri-Dhulia Road near Sakri	0	500	.....		0	500	359	40	
	Nandwan-Gondas Road	0	2,640	.....		0	2,640	50	.....	
	Wadhoda-Barhanpur Road (up to limit of Wadhoda)	2	0	.....		2	0	Not known.	137	
	Bhusával-Varangaon Road	8	0	.....		8	0	Do.	61	
	Sulasgaon-Bodvad Road	20	0	.....		20	0	Do.	38	
	Varangaon-Edalabad Road (portion from Varangaon to the limit of Bohádi)	6	0	.....		6	0	Do.	18	
	Edalabad-Varangaon Road up to limit of Hartála village	4	0	.....		4	0	Do.	22	
	Edalabad-Ráver Road up to Tápti River	6	0	.....		6	0	Do.	25	
	Road from the gate of Edalabad to the Mahálkari's Kacheri	0	1,320	.....		0	1,320	Do.	20	
	Bhusával-Jámner road up to Sur River	9	0	.....		9	0	Do.	16	
	Shirpur-Chopda Road up to the limit of Tonda	18	0	.....		18	0	Do.	*740	*Average of 2 years.
	Shirpur-Thalner road	10	0	.....		10	0	Do.	†300	†Do. of 1 year.
	Lamkani-Chinchbari road	0	1,320	.....		0	1,320	800	200	
	Virdhope Bari	0	330	.....		0	330	1,557	97	
	Nathri do.	0	330	.....		0	330	1,510	94	
	Bhwadbi do.	0	1,320	.....		0	1,320	384	130	Average of three years.
	Bhamber-Bari on Nizampur road	0	1,320	.....		0	1,320	392	16	
	Mhasvad-Vitner Road	8	0	.....		8	0	.....	134	
	Total, Khándesh District	277	1,496	.....		277	1,496	.....	.....	
	Total, Central Division	1,386	1,144	.....		1,386	1,144	.....	.....	
	Carried over	4,915	4,133	149	3,417	5,065	2,270	.....	.....	
	Carried over Totals I, II, III and IV	1,936	151	104	2,007	2,040	2,158	.....	.....	

LOCAL FUND ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed.	In progress.	Total.	Average total Cost of construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
		Ms. ft.	Ms. ft.	Rs.	Rs.	Rs.	
	Carried over ...	1,936 151	104 2,007	2,040 2,158	.....	.....	
		4,915 4,133	149 3,417	5,065 2,270	.....	.....	
	V.—VILLAGE OR CLEARED ROADS—*continued.*						
	SIND DIVISION.						
	Táluka Kandiáro.						
	Kamal Dero to Chana	4 0	.....	4 0	Not known	73	
	Kandiáro to Bhiria	5 0	.....	5 0	Do. ...	66	
	Gul Shah to Khan Wahan ...	2 0	.....	2 0	Do. ...	36	
	Kandiáro to Thárn Sháh ...	5 0	.....	5 0	Do. ...	83	
	Kandiáro to Dero Mohbat Sial ...	10 0	.....	10 0	Do. ...	116	
	Kandiáro to Darbelo	3 0	.....	3 0	Do. ...	123	
	Hálani to Mahrábpur	9 0	.....	9 0	Do. ...	58	
	Kandiáro to Mohbat Dero Jatoi ...	6 0	.....	6 0	Do. ...	107	
	Haláni to Gul Sháh	6 0	.....	6 0	Do. ...	75	
	Kandiáro to Haláni	6 0	.....	6 0	Do. ...	95	
	Mohbat Dero Jatoi to Mohbat Dero Sial	5 0	.....	5 0	Do. ...	56	
	Kandiáro to Lakha	6 0	.....	6 0	Do. ...	75	
	Haláni to Mohbat Dero Jatoi ...	9 0	.....	9 0	Do. ...	86	
	Khán Wahan to Kotri	5 0	.....	5 0	Do. ...	58	
	Do. to Bhelani	6 0	.....	6 0	Do. ...	82	
	Kamal Dero to Abad	3 0	.....	3 0	Do. ...	36	
	Do. to Bhour	6 0	.....	6 0	Do. ...	101	
	Do. to Matti	2 0	.....	2 0	Do. ...	67	
	Kandiáro to Gangra	2 0	.....	2 0	Do. ...	10	
	Kandiáro to Abad	4 0	.....	4 0	Do. ...	53	

Hyderabad Canals.	Kotri to Mahrabpur...	4	0	.....		4	0	Do. ...		44
	Main Road	14	0	.....		14	0	Do. ...		715
	Bhour to Chana	4	0	.....		4	0	Do. ...		25
	Kandiaro to Kamal-Dero	6	0	.....		6	0	Do. ...		126
	Gulshah to Kauro Khushak ...	2	0	.....		2	0	Do. ...		27
	Total, Kandiáro Táluka ...	134	0	.....		134	0	.....	.....	
	Táluka Naushahro.									
	Naushahro to Tháru Sháh	7	0	.....		7	0	Do. ...		139
	Tháru Sháh to Abad.	11	0	.....		11	0	Do. ...		84
	Tháru Sháh to Bhorti	10	0	.....		10	0	Do. ...		74
	Tháru Sháh to Abji	9	0	.....		9	0	Do. ...		96
	Tháru Sháh to Kandiáro boundary ...	5	2,640	.....		5	2,640	Do. ...		37
	Dabhro to Kandiáro boundary. ...	3	0	.....		3	0	Do. ...		17
	Abad to Kamal Dero...	4	0	.....		4	0	Do. ...		14
	Abad to Matu and Matu to Kamal Dero	5	0	.....		5	0	Do. ...		29
	Abad to Kandiáro boundary ...	4	0	.....		4	0	Do. ...		16
	Tharu Sháh to Bhiria and Bhiria to Chang	18	0	.....		18	0	Do. ...		108
	Jalbani to Khahi Rahu	4	0	.....		4	0	Do. ...		24
	Bhiria to Kandiáro	5	0	.....		5	0	Do. ...		36
	Dabhro to Manjuth and Manjuth to Tagar	6	0	.....		6	0	Do. ...		33
	Naushahro to Pad Idan	12	0	.....		12	0	Do. ...		236
	Pad Idan to Daryakhán	11	0	.....		11	0	Do. ...		39
	Phul to Dariakhan	7	0	.....		7	0	Do. ...		31
	Pad Idan to Uman	1	0	.....		1	0	Do. ...		3
	Do. to Khahi Jalal	1	0	.....		1	0	Do. ...		4
	Phul to Musurji Wali	10	0	.....		10	0	Do. ...		39
	Naushahro to Phul	7	0	.....		7	0	Do. ...		45
	Phul to Sadhuja	7	0	.....		7	0	Do. ...		14
	Naushahro to Mithani and Mithani to Khokhar	16	0	.....		16	0	Do. ...		144
	Carried over ...	163	2,640	.....		163	2,640	.....	.....	
	Carried over ...	5,049	1,133	149	3,417	5,199	2,270	.....	.....	
	Carried over Totals I, II, III and IV	1,936	151	104	2,007	2,040	2,158	.....	.....	

LOCAL FUND ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed.		In progress.		Total.		Average total cost of construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years	Remarks.
		Ms.	ft.	Ms.	ft.	Ms.	ft.	Rs.	Rs.	
	Brought forward ...	1,936	151	104	2,007	2,040	2,158	.....	.....	
		5,049	4,163	149	3,417	5,199	2,270	.....	.....	
		163	2,640	.....		163	2,640	.....	.....	
	V—VILLAGE OR CLEARED ROADS—*continued.*									
	SIND DIVISION—*continued.*									
	Táluka Naushahro—concluded.									
	Phul to Darjakhán	10	0	.....		10	0	Not known	39	
	Abji to Sahra	3	0	.....		3	0	Do.	7	
	Abji to Abran	5	0	.....		5	0	Do.	19	
	Abji to That	1	0	.....		1	0	Do.	5	
	Dadwah to Koureja	2	0	.....		2	0	Do.	2	
	Burand to Abran	3	0	.....		3	0	Do.	12	
	Abad to Mithani	18	0	.....		18	0	Do.	150	
	Thárú Sháh to Manjuthi	5	0	.....		5	0	Do.	38	
	Abran to Nurpur	6	0	.....		6	0	Do.	23	
	Main road	21	0	.....		21	0	Do.	615	
	Total, Naushahro Táluka ...	237	2,640	.....		237	2,640	.....	.....	
	Táluka Moro.									
Hyderabad Canals—*continued.*	Sahra to Puran	9	0	.....		9	0	Not known	257	
	Puran to Junalo	1	0	.....		1	0	Do.	6	
	Junalo to Lalia	1	0	.....		1	0	Do.	6	
	Malak to Puran	3	0	.....		3	0	Do.	20	
	Do. to Chaneja	2	2,640	.....		2	2,640	Do.	14	

Farid Dero to Thoro...	1	2,640	.....		1	2,640	Do. ...	16
Do. to Jatoi and Sahra ...	2	0	.....		2	0	Do. ...	33
Chaneja to Junalo	1	0	.....		1	0	Do. ...	4
Kandera to Gachero...	7	0	.....		7	0	Do. ...	115
Sahra to Alran	1	3,960	.....		1	3,960	Do. ...	10
Do. to Mithâni	3	0	.....		3	0	Do. ...	32
Khokhar to Purano Dero Ferry ...	5	0	.....		5	0	Do. ...	85
Deparja to Malak Ferry	4	0	.....		4	0	Do. ...	24
Kandera to River	4	0	.....		4	0	Do. ...	47
Sadhuja to Phul	2	0	.....		2	0	Do. ...	11
Moro to Lalia...	8	0	.....		8	0	Do. ...	204
Do. to Abji...	15	0	.....		15	0	Do. ...	224
Lalia to Dhand Hasan	1	2,640	.....		1	2,640	Do. ...	8
Moro to Pabjo	14	0	.....		14	0	Do. ...	112
Pabjo to Nur Mahomed Kuba ...	2	0	.....		2	0	Do. ...	10
Old Postal road	10	0	.....		10	0	Do. ...	61
Pabjo to Masurji Wahi	8	0	.....		8	0	Do. ...	51
San to Amerji	13	0	.....		13	0	Do. ...	63
Pabjo to Kazi Ahmed	13	0	.....		13	0	Do. ...	28
Daulatpur to Assistant Collector's Bungalow	1	0	.....		1	0	Do. ...	12
Do. to Thul Rukan... ...	8	0	.....		8	0	Do. ...	45
Moro to Khairo Dero	6	0	.....		6	0	Do. ...	267
Daulatpur to Mirpur	3	0	.....		3	0	Do. ...	47
Shâhpur to Gachero	3	0	.....		3	0	Do. ...	18
Do. to Bet Sajan	2	0	.....		2	0	Do. ...	13
Assistant Collector's Bungalow to Piaro Rabu...	3	0	.....		3	0	Do. ...	18
Daulatpur to Bet Sajan	3	0	.....		3	0	Do. ...	12
Do. to That	5	0	.....		5	0	Do. ...	28
Road round Moro Town	1	2,640	.....		1	2,640	Do. ...	15
Sadhuja to Deparja...	8	0	.....		8	0	Do. ...	117
Jatoi to Purano Dero	8	0	.....		8	0	Do. ...	87
Main Road	22	0	.....		22	0	Do. ...	672
Total, Moro Táluka ...	205	3,960	.....		205	3,960	.....	.....
Carried over ...	5,493	173	149	3,417	5,642	3,590	.....	.....
Carried over Totals, I, II, III, and IV.	1,936	151	104	2,007	2,040	2,158	.....	.....

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LOCAL FUND ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed.	In progress.	Total.	Average total Cost of construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
		Ms. ft.	Ms. ft.	Ms. ft.	Rs.	Rs.	
	Brought forward ...	1,936 151	104 2,007	2,040 2,158	.....	.....	
		5,493 173	149 3,417	5,642 3,590	.....	.....	
	V—VILLAGE OR CLEARED ROADS—*continued.*						
	SIND DIVISION—*continued.*						
	Táluka Sákrand.						
Hyderabad Canals—*contd.*	Sákrand to Nawabsháh	29 0	.....	29 0	Not known...	179	
	Do. to Mahrabpur	9 0	.....	9 0	Do. ...	118	
	Sháhpur to Ahmed Abad	4 0	.....	4 0	Do. ...	19	
	Ahmed abad to Jamsahib	8 0	.....	8 0	Do. ...	20	
	Road to Gul Mahomed	1 0	.....	1 0	Do. ...	6	
	Kazi Ahmed to That	12 0	.....	12 0	Do. ...	82	
	That to Madd...	18 0	.....	18 0	Do. ...	161	
	Do. to Moro boundary	8 2,640	.....	8 2,640	Do. ...	61	
	Kazi Ahmed to Pirjo Goth	4 0	.....	4 0	Do. ...	37	
	Road to Pabjo	6 0	.....	6 0	Do. ...	20	
	That to Khuh	6 0	.....	6 0	Do. ...	21	
	Sháhpur to Sákrand	25 0	.....	25 0	Do. ...	321	
	Sákrand to Gubchani	18 0	.....	18 0	Do. ...	105	
	Old Postal Road	27 0	.....	27 0	Do ...	120	
	Khotri to Jamsahib	16 0	.....	16 0	Do. ...	32	
	Madd to Nakur	16 0	.....	16 0	Do. ...	115	
	Nakur to Marakhwah	3 0	.....	3 0	Do. ...	11	
	Road to Ubhuro Lakho	4 2,640	.....	4 2,640	Do. ...	42	
	Road to Khári	1 0	.....	1 0	Do ...	5	
	Madd to Gubram Mari	8 0	.....	8 0	Do ...	32	
	Do. to Nasri	3 0	.....	3 0	Do. ...	17	
	Do. to Mahrabpur	5 0	.....	5 0	Do ...	31	

Gubram Mari to main Road ...	1	2,640	.....	1	2,640	Do.	9
Main Road to Ali Babra	9	0	.....	9	0	Do. ...	52
Mari to Sheikh Matal	2	0	.....	2	0	Do. ...	5
Mabrábpur to ferry	3	0	.....	3	0	Do. ...	28
Gubchani to Jamsahib	8	0	.....	8	0	Do. ...	48
Nawabshah to Jamsahib	12	0	.....	12	0	Do. ...	26
Sháhpur to Jamsahib	8	0	.....	8	0	Do. ...	22
Main Road	37	0	.....	37	0	Do. ...	1,434
Total, Sákrand Táluka ...	312	2,640	.....	312	2,640	.....	.....
Táluka Hála.							
Matiári boundary to Sákrand boundary	42	0	.....	42	0	Not known .	1,877
Nakur to Saidabad	6	0	.....	6	0	Do. ...	153
Saidabad to Shahdádpur	3	1,320	.....	3	1,320	Do. ...	38
Road to Maruf Bhambro	1	2,640	.....	1	2,640	Do. ...	10
Do. to old Hála	2	0	.....	2	0	Do. ...	237
Hála to Shahdádpur	8	0	.....	8	0	Do. ...	167
Do. to Bhánote and on to River...	12	2,640	.....	12	2,640	Do. ...	262
Do. to Khanote	7	0	.....	7	0	Do. ...	69
Do. to Ghotana	4	0	.....	4	0	Do. ...	201
Ghotana to Khanote...	2	0	.....	2	0	Do. ...	12
Ghotana to River	2	1,320	.....	2	1,320	Do. ...	20
Do. to Tando Adam	9	0	.....	9	0	Do. ...	178
Hála to Bhitsháh	11	0	.....	11	0	Do. ...	125
Hála to Lál Udero	8	0	.....	8	0	Do. ...	94
Lál Udero to Tando Alahyar boundary	10	0	.....	10	0	Do. ...	165
Carried over ...	128	2,640	.....	128	2,640	.....	.....
	5,805	2,813	149 3,417	5,955	950	.....	.....
Carried over Totals, I, II, III, and IV.	1,936	151	104 2,007	2,040	2,158	.....	.....

LOCAL FUND ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed.		In progress.		Total.		Average total Cost of construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
		Ms.	ft.	Ms.	ft.	Rs.		Rs.	Rs.	
		1,936	151	104	2,007	2,040	2,158	.....	.....	
	Brought forward ...	5,805	2,813	149	3,417	5,955	950	.....	.....	
		128	2,640	.....		128	2,640	.....	.....	
	V—VILLAGE OR CLEARED ROADS—*continued.*									
	SIND DIVISION—*continued.*									
	Táluka Hála—concluded.									
	Nasarpur to Tájpur, and on to Khesano	4	0	.....		4	0	Do. ...	53	
	Bhitsháh to Alibahar Kacheri ...	12	0	.....		12	0	Do. ...	108	
	Road from main road to Lál Udero .	1	2,640	.....		1	2,640	Do. ...	22	
	Sekhat to Lal Udero	8	0	.....		8	0	Unknown ...	217	
	Nasirwah to Masu Bhurgri... ...	6	2,640	.....		6	2,640	Do. ...	133	
	Matiári to Mahar	5	0	.....		5	0	Do. ...	45	
	Do. to Jakry ferry	2	0	.....		2	0	Do. ...	24	
	Do. to Nasarpur	12	0	.....		12	0	Do. ...	141	
	Do. to Unarpur	4	2,640	.....		4	2,640	Do. ...	73	
	Do. to Shaikh Teehar	6	0	.....		6	0	Do. ...	90	
	Jiandal Kote to Hyderabad boundary	8	0	.....		8	0	Do. ...	24	
	Total, Hála Táluka ...	198	0	.....		198	0	.....	.....	

Hyderabad Canals—*contd.*	*Táluka Shahdádpur.*								
	Shahdádpur to Hála boundary ...	6	0	.....	6	0	Unknown ...	106
	Do. to Tando Adam ...	9	0	.....	9	0	Do. ...	162
	Do. to Jhole	19	0	.....	19	0	Do. ...	222
	Thigri Pir to Dalore	10	0	.....	10	0	Do. ...	99
	Shahdádpur to Saidabad	12	0	.....	12	0	Do. ...	175
	Dalore to Berani	5	1,320	.....	5	1,320	Do. ...	56
	Berani to Tando Adam	3	3,960	.....	3	3,960	Do. ...	36
	Jholi to Tando Adam	14	1,320	.....	14	1,320	Do. ...	236
	Shahdádpur to Sháhpur	16	0	.....	16	0	Do. ...	210
	Muksud Rind to Gul Mahomed ...	6	3,960	.....	6	3,960	Do. ...	31
	Shahdádpur to Gul Mahomed ...	13	2,640	.....	13	2,640	Do. ...	221
	Road between Tando Adam and Hála.	5	0	.....	5	0	Do. ...	42
	Shahdádpur to Kun Darun... ...	8	0	.....	8	0	Do. ...	104
	Landhi to Brahmanabád	3	2,640	.....	3	2,640	Do. ...	33
	Sháhpur to Khadro and Khadro to Sanghar	9	2,640	.....	9	2,640	Do. ...	72
	Shahdádpur to Berani	14	0	.....	14	0	Do. ...	108
	Mirpur boundary to Sanghar boundary	11	2,640	.....	11	2,640	Do. ...	54
	Berani to Tando Alahyar boundary..	4	0	.....	4	0	Do. ...	42
	Berani to Kandiaro	12	0	.....	12	0	Do. ...	104
	Sháhwáh to Sháhpur	1	0	.....	1	0	Do. ...	8
	Total, Shahdádpur Táluka ...	184	0	.....	184	0	.....	.....
	Táluka Tando Alahyar							
	Tando Alahyar to Chambur ...	20	0	.....	20	0	Unknown ...	225
	Do. to Tando Mahomed Khán boundary	12	0	.....	12	0	Do. ...	157
	Khokhar to Tando Kaisar	5	0	.....	5	0	Do. ...	58
	Tando Alahyar to Tando Adam ...	20	0	.....	20	0	Do. ...	298
	Do. to Gorchani ...	15	0	.....	15	0	Do. ...	163
	Tando Adam to Shábji Bhit ...	3	0	.....	3	0	Do. ...	38
	Do. to Jhole	4	0	.....	4	0	Do. ...	37
	Do. to Ghotana	5	0	.....	5	0	Do. ...	66
	Do. to Berani	11	0	.....	11	0	Do. ...	97
	Carried over ...	95	0	.....	95	0	.....	.....
		6,187	2,813	149 3,417	6,337	950	.....	.....
	Carried over Totals, I, II, III, and IV.	1,936	151	104 2,007	2,040	2,158	.....	.....

LOCAL FUND ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed. Ms.	ft.	In progress. Ms.	ft.	Total. Ms.	ft.	Average total Cost of construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
		Ms.	ft.	Ms.	ft.	Ms.	ft.	Rs.	Rs.	
	Brought forward ...	1,936	151	104	2,007	2,040	2,158	.....	.....	
		6,187	2,813	149	3,417	6,337	950	.....	.....	
		95	0	.....		95	0	.....	.....	
	V—VILLAGE OR CLEARED ROADS—*continued.*									
	SIND DIVISION—*continued.*									
	Táluka Tando Alahyar—concluded.									
	Tando Alahyar to Nasarpur ...	7	0	.....		7	0	Unknown ...	88	
	Nasarpur to Hála Haveli	5	0	.....		5	0	Do. ...	52	
	Tando Alahyar to Tando Sumro ...	10	0	.....		10	0	Do. ...	116	
	Tando Adam to Kehi	15	0	.....		15	0	Do. ...	199	
	Hyderabad to Mirpur boundary ...	15	0	.....		15	0	Do. ...	244	
	Khokhar to Sheikh Bhirkio ...	4	0	.....		4	0	Do. ...	48	
	Total, Tando Alahyar Táluka ...	151	0	.....		151	0	.....	.....	
	Táluka Mirpur.									
Hyderabad Canals—*concluded.*	Alahyar boundary to Umarkot boundary	19	0	.....		19	0	Unknown ...	653	
	Mirpur to Khipra boundary ...	13	0	.....		13	0	Do. ...	277	
	Do. to Dengan	8	0	.....		8	0	Do. ...	41	
	Do. to Sindri	7	0	.....		7	0	Do. ...	47	
	Do. to Atna	7	0	.....		7	0	Do. ...	34	
	Do. to Gorchani...	15	0	.....		15	0	Do. ...	264	
	Alahyar boundary to Samara ...	16	0	.....		16	0	Do. ...	199	
	Mirpur to Shahdádpur boundary ...	13	0	.....		13	0	Do ...	203	

	Do. to Goth Sher Mahomedkhán.	2	0	.....	2	0	Do. ...	22
	Do. to Tando Adam boundary ...	6	0	.....	6	0	Do. ...	90
	Khadri to Sanghar	13	0	.....	13	0	Do. ...	94
	Total, Mirpur Táluka ...	119	0	.....	119	0	.....	.....
	Táluka Hyderabad.							
	Tando Jam to Tando Kaiser ...	3	0	.....	3	0	Unknown ...	282
	Hyderabad to Khokar	9	0	.....	9	0	Do. ...	125
	Halepota to Battle Field	3	2,640	.....	3	2,640	Do. ...	23
	Miano to Ghulium	7	2,640	.....	7	2,640	Do. ...	180
	Dadro to Mulan	7	0	.....	7	0	Do. ...	90
	Daba to Masu Bhurgri	7	0	.....	7	0	Do. ...	93
	Tando Ghulam Husein to Hajipur ...	9	2,640	.....	9	2,640	Do. ...	133
	Hyderabad to Jam Shora	3	0	.....	3	0	Do. ...	43
	Hyderabad to Fazul-jo Tando ...	14	0	.....	14	0	Do. ...	219
	Tando Kaisur to Husri	7	0	.....	7	0	Do. ...	126
Fuleli Canals ...	Hyderabad to Tando Ghulam Husein	2	0	.....	2	0	Do. ...	16
	Hyderabad to Shaik Bhirkio ...	21	2,640	.....	21	2,640	Do. ...	735
	Husri to Khathur	5	0	.....	5	0	Do. ...	97
	Tando Fazul to Khathur	7	0	.....	7	0	Do. ...	94
	Hyderabad to Husri...	6	2,640	.....	6	2,640	Do. ...	288
	Khathur to main road leading to Tando Mahomed Khán	1	0	.....	1	0	Do. ...	8
	Husri to main road leading to Tando Mahomed Khán	1	2,640	.....	1	2,640	Do. ...	12
	Gidu Bandar to Tando Jam... ...	17	0	.....	17	0	Do. ...	8,351
	Hyderabad to Seri	13	0	.....	13	0	Do. ...	1,140
	Hyderabad to Sarfrazwáh	12	0	.....	12	0	Do. ...	638
	Total, Hyderabad Táluka ...	157	0	.....	157	0	.....	.....
	Carried over ...	6,614	2,813	149 3,417	6,764	950	.....	.....
	Carried over Totals, I, II, III and IV	1,936	151	104 2,007	2,040	2,158	.....	.....

LOCAL FUND ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed.	In progress.	Total.	Average total Cost of construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
		Ms. ft.	Ms. ft.	Ms. ft.	Rs.	Rs.	
	Brought forward ...	1,936 151	104 2,007	2,040 2,158	.....	.....	
		6,614 2,813	149 3,417	6,764 950	.....	.....	
	V—VILLAGE OR CLEARED ROADS—*continued.*						
	SIND DIVISION—*continued.*						
	Táluka Guni.						
	Tando Mahomed Khán to Khorwáh	26 0	.....	26 0	Unknown ...	528	
	Do. do. to Katiar. ...	10 0	.....	10 0	Do. ...	447	
	Mahrani to Mulchand	19 0	.....	19 0	Do. ...	359	
	Khokhar to Budhka Takur... ...	1 0	.....	1 0	Do. ...	25	
	Mulchand to Dhandhi	6 0	.....	6 0	Do. ...	90	
	Haleji to Lakhat	8 0	.....	8 0	Do. ...	117	
	Matli to Ghulam Haider	3 0	.....	3 0	Do. ...	76	
	Tando Gulam Haider to Nazarpur ...	1 0	.....	1 0	Do. ...	41	
	Nazarpur to Matli	2 0	.....	2 0	Do. ...	64	
	Matli to Dando	8 0	.....	8 0	Do. ...	206	
	Khorewáh to Mirpur Batora boundary.	3 0	.....	3 0	Do. ...	141	
	Bulri to Khorewáh	9 0	.....	9 0	Do. ...	130	
	Dhandhi to Jhoke	12 0	.....	12 0	Do. ...	217	
	Katiar to Shahkapur	8 0	.....	8 0	Do. ..	148	
	Tando Mahomed Khán to Dhandhi...	14 0	.....	14 0	Do. ...	215	
	Seri to Badin boundary	31 0	.....	31 0	Do. ...	2,582	
	Khorwáh to Turai	20 0	.....	20 0	Do. ...	219	
	Total, Guni Táluka ...	181 0	.....	181 0	.....	.....	

Fuleli Canals—*continued.*

Táluka Tando Bágo.									
Dadah to Jhudo	8	0	.....		8	0	Unknown ...		78
Tando Bágo to Venrai	5	0	.....		5	0	Do. ...		91
Tando Bágo to Khairpur	16	0	.....		16	0	Do. ...		354
Do. to Jamáli	6	0	.....		6	0	Do. ...		206
Jamáli to Rago Khanani	12	0	.....		12	0	Do. ...		326
Tando Bágo to Nindo Sháhir ...	10	0	.....		10	0	Do. ...		183
Nindo Shahir to Wungo	14	0	.....		14	0	Do. ...		76
Tando Bágo to Pingreyo	14	0	.....		14	0	Do. ...		276
Pingreyo to Khairpur	9	0	.....		9	0	Do. ...		73
Tando Bágo to Dadah	12	0	.....		12	0	Do. ...		143
Khairpur to Jhudo	6	0	.....		6	0	Do. ...		31
Pingreyo to Wungo	10	0	.....		10	0	Do. ...		62
Total, Tando Bágo Táluka ...	122	0	.....		122	0	.....		.....
Táluka Badin.									
Talhar to Jamáli	5	0	.....		5	0	.....		422
Do. to Dando	6	0	.....		6	0	.....		165
Luari to Nindo Shahir	10	0	.....		10	0	.....		193
Venrai to Badin	8	0	.....		8	0	.....		212
Badin to Tarai	8	0	.....		8	0	.....		64
Venrai to Nindo Shahir	10	0	.....		10	0	.....		50
Bahedami to Kadhan	6	0	.....		6	0	.....		26
Badin to Serani	12	0	.....		12	0	.....		193
Serani to Bahedami	10	0	.....		10	0	.....		128
Road to Runn	30	0	.....		30	0	.....		20
Main road from Badin boundary to Badin *viá* Talhar	20	0	.....		20	0	.....		356
Badin to Luari	8	0	.....		8	0	.....		116
Luari to Kudhan	8	0	.....		8	0	.....		79
Kudhan to Serani	10	0	.....		10	0	.....		67
Total, Badin Táluka ...	151	0	.....		151	0	.....		.....
Carried over ...	7,068	2,813	149	3,417	7,218	950	.....		.....
Carried over Totals, I, II, III and IV	1,936	151	104	2,007	2,040	2,158	.....		.....

LOCAL FUND ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed.	In progress.	Total.	Average total Cost of construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
		Ms. ft.	Ms. ft.	Ms. ft.	Rs.	Rs.	
	Brought forward ...	1,936 151	104 2,007	2,040 2,158	.....	.....	
		7,068 2,813	149 3,417	7,218 950	.....	.....	
	V—VILLAGE OR CLEARED ROADS—*continued.*						
	SIND DIVISION—*continued.*						
	Táluka Dero Mohbat.						
Fuleli Canals—*concluded.*	Tando Mahomed Khán to Dero Mohbat	15 0	.....	15 0	.....	130	
	Tando Mahomed Khan to Tando Ghulámali ...	25 0	.....	25 0	.....	478	
	Do. do. *viâ* Phorkara.	20 2,640	.....	20 2,640	.....	282	
	Tando Mahomed Khan to Tando Fazal	6 2,640	.....	6 2,640	.....	104	
	Haji Sawan to Rajo Khanani ...	6 0	.....	6 0	.....	48	
	Degri to Gorchani	11 0	.....	11 0	.....	81	
	Dadáh to Degri	10 0	.....	10 0	.....	85	
	Old Postal Road	30 0	.....	30 0	.....	180	
	Total, Dero Mohbat Táluka ...	124 0	.....	124 0	.....	.....	
	Táluka Umarkot and Khipra.						
	Hyderabad-Umarkot road from Umarkot-Sufi to Baraiji	34 0	.....	34 0	15	1,143	
	East Bank Mitraowah	86 0	.....	86 0	30	.....	
	West do. do.	86 0	.....	86 0	30	1,638	
	Khipra to Sanghar	42 0	.....	42 0	Unknown ...	275	

	Umarkot to Gadro *viâ* Shekhro ...	64	0	.....	64	0	Do. ...		74
	Umarkot Nagar Parkar roads *viâ* Chachra Tar Misreeshah	108	0	.....	108	0	9		226
	Jhudo Nagar Parkar road *viâ* Naokot, Mithi Islamkot Virawah ...	132	0	.....	132	0	13		450
	Nabisar to Mitti *viâ* Herpar ...	42	0	.....	42	0	11		34
	Virawah to Tar Ahmed Rind *viâ* Haro and Verinhar	80	0	.....	80	0	4		91
	Nagar to Rahimiki Bazar Runn road *viâ* Arnaro, Vingo, Panele, and Vingur	110	0	.....	110	0	8		54
	Nagar to Islamkot *viâ* Bhodesar Giramari Jhangro	46	0	.....	46	0	14		72
Eastern Nára ...	Mitti to Dipla	22	0	.....	22	0	6		56
	Do. to Chachra *viâ* Cheylor ...	44	0	.....	44	0	8		64
	Islamkot to Chachra	40	0	.....	40	0	17	.....	
	Total, Eastern Nára ...	936	0	.....	936	0	.....	.....	
	Túluka Khipra.								
	Mitha Fakir to Khái	12	0	.....	12	0	20		36
	33rd mile Mithrau to Dher Mitha Fakir	2	0	.....	2	0	15		4
	Vadhal to Kandiari	16	0	.....	16	0	30		19
	Tigusar to join Mirpur Road ...	1	2,640	.....	1	2,640	15		11
	27th mile Mithrau to Tigusar ...	4	2,640	.....	4	2,640	15		171
	Khái to Akri...	10	0	.....	10	0	20		54
	Dher Mitha Fakir to Phulahdi ..	2	0	.....	2	0	5		6
	Giror to Khái	4	0	.....	4	0	20		5
	Do. to Saheb Tar	14	0	.....	14	0	15	.....	
	Khipra to Phulahdi	12	0	.....	12	0	20		58
	Giror to Gulam Nabisháh	12	0	.....	12	0	20	.....	
	14th mile Mithrau to Vadahal ...	10	0	.....	10	0	20		12
	Khipra to Dilyar	9	0	.....	9	0	20	.....	
	Khipra to Gulam Nabisháh ...	22	0	.....	22	0	29	.....	
	36th mile Mithrau to Giror... ...	8	0	.....	8	0	30		59
	Carried over ...	139	0	.....	139	0	.....	.....	
		8,128	2,813	149 3,417	8,278	950	.....	.....	
	Carried over Totals, I, II, III and IV.	1,936	151	104 2,007	2,040	2,158	.....	.....	

LOCAL FUND ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed. Ms.	ft.	In progress. Ms.	ft.	Total. Ms.	ft.	Average total Cost of construction per Mile. Rs.	Average annual Cost of Maintenance and Repairs in the last five years. Rs.	Remarks.
		1,936	151	104	2,007	2,040	2,158	.....	.....	
	Brought forward ...	8,128	2,813	149	3,417	8,278	950	.....	.....	
		139	0	.....		139	0	.....	.....	
	V.—VILLAGE OR CLEARED ROADS—*continued.*									
	SIND DIVISION—*continued.*									
	Táluka Khípra—concluded.									
	Khipra to Hathungo...	6	0	.....		6	0	60	23	
	Khipra to Jesalmere...	68	0	.....		68	0	20	.....	
	Pir Pithoro to Shadi Pali	6	0	.....		6	0	40	612	
	Khipra to Golari *viâ* Khai	15	0	.....		15	0	25	100	
	Giror to Golári	3	0	.....		3	0	6	24	
	Golári to Changul	8	0	.....		8	0	6	45	
	Golári to Saheb Tar...	1	2,640	.....		1	2,640	5	.....	
	Viriaso Gher to Nahrádi	6	0	.....		6	0	5	53	
	Khipra to Tharwah *viâ* Ratokot ...	30	0	.....		30	0	7	170	
	Khipra to Mirpur boundary ...	16	0	.....		16	0	40	168	
	Dengan to 40th mile Mithrau ...	2	0	.....		2	0	15	10	
	Dengan to Mithrau	2	0	.....		2	0	15	7	
	Dengan to Mirpur Road	4	0	.....		4	0	20	.....	
	Ghulam Nabi Shah to Changul ...	2	0	.....		2	0	15	13	
	Giror to 40th mile Mithrao... ...	8	0	.....		8	0	30	.....	
	Pir Pithoro to Protective embankment joining the road to Baraiji ...	5	0	.....		5	0	25	13	
	Total, Khipra Táluka ...	321	2,640	.....		321	2,640	.....	.....	

	Táluka Umarkot.									
Eastern Nára—*continued.*	Umarkot to Naokot	40	0	.....	40	0	21	0	304	
	Nabisar to Jhinjhiar	18	0	.....	18	0	Not known.		.....	
	Nabisar to Bhit Bhorai	26	0	.....	26	0	6		.....	
	Umarkot to Chor	13	0	.....	13	0	Not known.		44	
	Do. to Tibuhi	18	0	.....	18	0	Do.		133	
	Dengan to Mori Leth	3	0	.....	3	0	Do.		21	
	Nabisar to Mithi road	8	0	.....	8	0	5		34	
	Nabisar to Samaro	24	0	.....	24	0	Not known.		154	
	Samaro to Chandawah	22	0	.....	22	0	Do.		141	
	East bank Tharwáh	11	0	.....	11	0	Do.		853	
	Nabisar to Jhuda	20	0	.....	20	0	Do.		180	
	54*th* mile Mithrau to Dengan ...	2	0	.....	2	0	30		13	
	West bank Kotwáh	10	0	.....	10	0	Not known.		361	
	Nabisar to join Digri road	16	0	.....	16	0	Do.		.....	
	Jhudo to Samáro	20	0	.....	20	0	26		48	
	Darélo to 52nd mile Mithrau ...	3	0	.....	3	0	15		.....	
	Umarkot to Samáro	24	0	.....	24	0	15		.....	
	Chor to join the Chachro road ...	20	0	.....	20	0	18		.....	
	South bank Chorwáh	10	0	.....	10	0	Not known.		14	
	Kharoro to Dengan	12	0	.....	12	0	Do.		.....	
	West bank Tharwáh	11	0	.....	11	0	Do.		.....	
	East bank Kotwáh	10	0	.....	10	0	Do.		.....	
	Darelo Shakh road	4	0	.....	4	0	Do.		.....	
	North bank Chorwáh road	10	0	.....	10	0	Do.		.....	
	Umarkot to Bhu	20	0	.....	20	0	Do.		.....	
	Samáro to Mithrau	4	0	.....	4	0	Do.		.....	
	Umarkot to Saheb Tar ...	20	0	.....	20	0	Do.		.....	
	Darelo to Nabisar	14	0	.....	14	0	Do.		6	
	Darelo to Chor	7	0	.....	7	0	Do.		.....	
	Carried over ...	420	0	.....	420	0	.....		.....	
		8,450	173	149 3,417	8,599	3,590	.....		.....	
	Carried over Totals, I, II, III and IV.	1,936	151	104 2,007	2,040	2,158	.....		.....	

LOCAL FUND ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed.		In progress.		Total.		Average total Cost of construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
		Ms.	ft.	Ms.	ft.	Ms.	ft.	Rs.	Rs.	
		1,936	151	104	2,007	2,040	2,158	.....	.....	
	Brought forward ...	8,450	173	149	3,417	8,599	3,590	.....	.....	
		420	0	.....		420	0	.....	.....	
	V.—VILLAGE OR CLEARED ROADS—*continued.*									
	SIND DIVISION—*continued.*									
	Táluka Umarkot—concluded.									
	Umarkot to Pychati Kario ...	5	0	.....		5	0	Not known	.....	
	Do. to Mahadev	3	0	.....		3	0	6	.....	
	Total, Umarkot Táluka ...	428	0	.....		428	0	.....	.....	
	Táluka Sánghar.									
	Sánghar to Jakhrao Dang ...	14	0	.....		14	0	Not known	.....	
	Sánghar to Shahdádpur Táluka ...	6	0	.....		6	0	23		34
	Sánghar to Jhole	7	0	.....		7	0	19		28
	Sánghar to Sháhpur	10	0	.....		0	0	42		73
	Tando Mitha Khan to 8th mile Mithrao	11	0	.....		1 1	0	35	.....	
	Tando Mitha Khán to Turi ...	10	0	.....		10	0	40	.....	
	Turi to Sánghar	5	0	.....		15	0	10		22
	Do. to Jhole	8	0	.....		8	0	40		13
	11th mile Mithrao to Khori ...	12	0	.....		2	0	35		14
	Do. to Bobi ...	4	0	.....		14	0	10		5.

Eastern Nára—*continued.*	Bakár to Kánhar	16	0	.....		16	0	20	.....	
	Mithrao to Ravtiani ...	6	0	.....		6	0	12	.....	
	Ravtiani to Ghundan	6	0	.....		6	0	12	.....	
	20th mile Mithrao to Tando Mitha Khán ...	14	0	.....		14	0	20	.....	
	17th do. to Berani ...	14	0	.....		14	0	20	.....	
	4th do. to Chotiari ...	12	0	.....		12	0	20	.....	
	9th do. to Mirpur Dang .	4	0	.....		4	0	20		26
	Tando Mitha Khán to Chotiari ...	2	0	.....		2	0	20		2
	15th mile Mithrao to Mirpur Dang .	8	0	.....		8	0	20	.....	
	Sánghar to Mithrao	10	0	.....		10	0	10	.....	
	Mithrao to Ruthal	20	0	.....		20	0	19	.....	
	Do. to Takario	12	0	.....		12	0	17	.....	
	Bakora to Pathayo	12	0	.....		12	0	17	.....	
	Dhoro Janib to Pathayo ...	10	0	.....		10	0	16	.....	
	Total, Sánghar Táluka ...	233	0	.....		233	0	.....	.....	
	Táluka Nagar.									
	Nagar to Bahrano	24	0	.....		24	0	10		60
	Nagar to Kasbo	14	0	.....		14	0	10		14
	Nagar to Runn Lodrani ...	14	0	.....		14	0	7		14
	Haro to Islamkot Dáng ...	32	0	.....		32	0	8	.....	
	Virawah to Mokhai	8	0	.....		8	0	20		6
	Pithapur to Aklo	10	0	.....		10	0	20	.....	
	Nagar to Parodhiro	20	0	.....		20	0	20	.....	
	Pithapur to Bahrano	8	0	.....		8	0	20		13
	Virawah to Karki	8	0	.....		8	0	13		8
	Total, Nagar Táluka ...	138	0	.....		138	0	.....	.....	
	Táluka Mithi.									
	Mithi to Jorivo	16	0	.....		16	0	13	.....	
	Mithi to Islamkot *viâ* Bhakwo ...	36	0	.....		36	0	25		53
	Do. to Chachro road	14	0	.....		14	0	18		11
	Carried over ...	66	0	.....		66	0	.....	.....	
		9,249	173	149	3,417	9,398	3,590	.....	.....	
	Carried over Totals, I, II, III, and IV.	1,936	151	104	2,007	2,040	2,158	.....	.....	

LOCAL FUND ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed. Ms.	ft.	In progress. Ms.	ft.	Total. Ms.	ft.	Average total Cost of construction per mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
		1,936	151	104	2,007	2,040	2,158	.....	.....	
	Brought forward ...	9,249	173	149	3,417	9,398	3,590	.....	.....	
		66	0	.....		66	0	.....	.....	
	V.—VILLAGE OR CLEARED ROADS—*continued.*									
	SIND DIVISION—*continued.*									
	Táluka Mithi—concluded.									
	Mithi to Kap Puran	40	0	.....		40	0	13	.....	
	Islamkot to Vakria	18	0	.....		18	0	14	.....	
	Islamkot to Tar Akheraj ...	6	0	.....		6	0	25	.....	
	Do. to Cháchi	28	0	.....		28	0	30	.....	
	Kharlo to Dang Haro	12	0	.....		12	0	Not known	.....	
	Total, Mithi Táluka ...	170	0	.....		170	0	.....	.....	
	Táluka Cháchra.									
	Cháchra to Tar Ahmed Rind ...	32	0	.....		32	0	9	51	
	Cháchra to Nabisar	28	0	.....		28	0	10	17	
	Cheylor to Bhu	20	0	.....		20	0	9	12	
	Chachra to Gadro *vid* Khainsar ...	48	0	.....		48	0	10	77	
	Khainsar to Tar Ahmed Rind ...	24	0	.....		24	0	10	14	
	Do. to Tar Sultan	30	0	.....		30	0	Not known	.....	
	Parno to Manhero	10	0	.....		10	0	10	.....	

Eastern Nára—*concluded.*	Do. Khimejo Par... ...	...	15	0	.....	15	0	8	.....
	Cháchra to Mehari	...	24	0	.....	24	0	10	.....
	Tar Ahmed Rind to Sati Dera	...	8	0	.....	8	0	Not known...	.....
	Kantio to Bhu	...	10	0	.....	10	0	10	.....
	Total, Cháchra Táluka ...		249	0	.....	249	0	.....	.....
	Táluka Dipla.								
	Dípla to Balhiari	...	12	0	.....	12	0	4	19
	Do. to Rahimiki	...	28	0	.....	28	0	4	67
	Lasi to Dáng Valaso		6	0	.....	6	0	5	.....
	Dípla to Naokot	...	28	0	.....	28	0	4	39
	Do. to Kaloi	...	24	0	.....	24	0	4	34
	Saro to Vingur	...	6	0	.....	6	0	4	.....
	Dípla to Bakoo	...	14	0	.....	14	0	7	20
	Saro to Balhiari	...	9	0	.....	9	0	4	.....
	Vingur to Runn ...	...	2	0	.....	2	0	4	.....
	Khan Motiari to Sunskote	...	4	0	.....	4	0	4	.....
	Runn to Koural ...	...	24	0	.....	24	0	5	.....
	Kaloi to Vingi	...	4	0	.....	4	0	5	3
	Naokot to Rahmiki *viâ* Kaloi	...	40	0	.....	40	0	4	149
	Rohiro to join the Mithi and Pangrio Roads *viâ* Kaloi	...	8	0	.....	8	0	5	.....
	Pihuri to Pangrio	...	8	0	.....	8	0	4	8
	Bulhiari to Vingur ...	...	10	0	.....	10	0	4	32
	Vingur to Dabhri ...	...	10	0	.....	10	0	4	16
	Hemhar to Verijhap ...	...	10	0	.....	10	0	6	32
	Saran to Saro	...	6	0	.....	6	0	10	2
	Kaloi to Puran	...	4	0	.....	4	0	10	.....
	Total, Dipla Táluka ...		257	0	.....	257	0	.....	.....
	Carried over ...		9,925	173	149 3,417	10,074	3,590	.....	.....
	Carried over Totals, I, II, III and IV		1,936	151	104 2,007	2,040	2,158	.....	.....

LOCAL FUND ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed.		In progress.		Total.		Average total cost of construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
		Ms.	ft.	Ms.	ft.	Ms.	ft.	Rs.	Rs.	
	Brought forward	1,936	151	101	2,007	2,040	2,158	.....	.....	
		9,925	173	149	3,417	10,074	3,590	.....	.....	
	V.—VILLAGE OR CLEARED ROADS—*continued.*									
	SIND DIVISION—*continued.*									
	Jacobabad Táluka.									
	Road by the Bank of Rajwah ...	1	0	.....		1	0	1,267	26	This road goes from Jacobabad and meets the Mubarakpur road hence it forms part of through lines of communications. The cost of construction of this road is not traceable from the records. The amount shown in column 6 comprises the construction of bridges over it.
	East Dungar Road	1	2,640	.....		1	2,640	884	24	This road commences from the Alipur road going by the bank of Rajwah east of Dungar and meets the Shikárpur road. The amount shown in column 6 comprises the construction of bridges over it.
	West Dungar Road	1	2,640	.....		1	2,640	1,014	34	This road commences from the Cantonment limits going by the bank of Rajwah and meets the Shikápur road. The amount shown in column 6 comprises construction of bridges over it.
	Durbar Rifle Road	0	3,960	.....		0	3,960	716	13	This road commences from the 1st mile of the Shikárpur road and joins at the Rajwah bank and thence goes within the Cantonment limits. The amount shown in column 6 comprises the construction of bridges.

Begári Canals	Branch road going to Railway Station	1	0	.....	1	0	629	19	This road branches off from the Shikárpur road and crossing the Lárkhána road ends at the Railway bund. The amount shown in column 6 comprises the construction of bridges over it.
	Road from Jacobabad to Mámul ...	4	0	.....	4	0	...	63	The cost of construction of this road is not traceable, hence column 6 has been left blank.
	Branch of Alipur Road which meets the Dungar Road	1	2,640	.....	1	2,640	...	11	Do. do. do.
	Road from Jacobabad to Uch ...	4	0	.....	4	0	297	75	Do. do. The amount comprises the average cost per mile of construction of bridges over it.
	Do. from Jacobabad to Alipur	3	0	.....	3	0	552	33	Do. do. do.
	Road from Jacobabad to Nurwah going to Goránári	4	0	.....	4	0	1,370	72	Do. do. do.
	Mubárakpur Road from Jacobabad to Nurwah	3	0	.....	3	0	...	88	The cost of the construction of this road is not traceable.
	Road from Jacobabad to Monothi ...	1	2,640	.....	1	2,640	...	40	Average cost of repairs is given for 3 years ending 1889-90.
	Do. from Mouladad to Ramzánpur ...	10	0	.....	10	0	444	582	The cost of construction of this road is not traceable. The amount comprises the average cost per mile of construction of bridges over it.
	Do. from Sheranpur to Garhi Khairo	22	0	.....	22	0	...	237	The cost of construction of this road is not traceable.
	Do. from Janidero to Koureja ...	6	0	.....	6	0	...	91	Do. do.
	Do. from Abad to Kowreja ...	3	0	.....	3	0	...	54	Do. do.
	Do. from Kowreja to Wakro ...	6	0	.....	6	0	...	91	Do. do.
	Do. from Janidero to Abad ...	5	0	.....	5	0	...	47	Do. do.
	Do. from Lárkhána to Chausul ...	27	0	.....	27	0	659	225	The cost of construction of this road is not traceable. The amount comprises the average cost per mile of construction of bridges over it.
	Do. from Chausul to Garhi Khairo	23	0	.....	23	0	...	175	The cost of construction of this road is not traceable. The amount comprises the average cost per mile of construction of bridges over it.
	Do. from Rajhan to Wakro ...	15	0	.....	15	0	...	50	Do. do.
	Do. from Mauladad to Maharwalla.	23	0	.....	23	0	...	229	Do. do.
	Carried over ...	166	3,960	.....	166	3,960	...	...	
		9,925	173	149 3,417	10,074	3,590	...	...	
	Carried over Totals, I, II, III and IV	1,936	151	101 2,007	2,010	2,158	...	...	

LOCAL FUND ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed.		In progress.		Total.		Average total Cost of construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
		Ms.	ft.	Ms.	ft.	Ms.	ft.	Rs.	Rs.	
		1,936	151	104	2,007	2,040	2,158	.....	.....	
	Brought forward ...	9,925	173	149	3,417	10,074	3,590	.....	.....	
		166	3,960	.....		166	3,960	.....	.....	
	V.—VILLAGE OR CLEARED ROADS—*continued.*									
	SIND DIVISION—*continued.*									
	Jacobabad Táluka—concluded.									
	Dumb Road	6	0	.....		6	0	...	75	This road goes from Jacobabad and meets the Rajhan Road to Garhi Khairo, Mundranipur Trigonometrical tower.
	Road from Jacobabad to Mundranipur	12	0	.....		12	0	...	88	The cost of construction of this road which was repaired in 1887-88, is not traceable.
	Do. Jacobabad to Begári Bridge	10	2,640	.....		10	2,640	63	1,625	The cost of construction of this road is not traceable. The amount comprises the average cost per mile of construction of bridges over it.
	Telegraph Road from Jacobabad to Kashmor	76	0	.....		76	0	78	1,544	Do. do. Out of 49 Karias on the road 41 are bridged.
	Total, Jacobabad Táluka ...	271	1,320	.....		271	1,320	.....	.....	
	Thul Táluka.									
	Road from Saidukote to Dari ...	20	0	.....		20	0	Unknown ...	179	All the karias are not bridged.
	Do. Old Thul to Begári *viâ* Udi	29	0	.....		29	0	Do. ...	232	Out of 27 karias 2 are bridged.

	Do.	Thul to Garhi Rahimdad.	8	0	.....	8.	0	*429	106	*The average cost per mile includes the cost of bridges over it. Ten water-courses pass through this road which are bridged.
	Do.	Old Thul to Jafarkhan.	16	0	.....	16	0	40	89	Ten miles of this road were made in 1885-86; the other 6 miles existed before and there is no record to show when these were made. The average cost of construction is shown for 10 miles, out of 26 Karias passing throughout 2 are bridged.
	Do.	Old Thul to Jacobabad up to Nurwah ...	19	0	.....	19	0	Unknown ...	213	Average cost of repairs is given for 5 years. Out of 36 Karias 12 are bridged.
Begári Canals—*continued.*	Do.	Old Thul to Garhi Hassan.	6	0	.....	6	0	135	122	Average cost of repairs is given for 5 years ending 1888-89. The cost of construction of this road is not traceable. The amount comprises the average cost per mile of construction of bridges over it. Out of 31 Karias 24 are bridged.
	Do.	Do. to Jacobabad *viâ* Mirpur and Mubárakpur up to Sirki Bridge on Nurwah ...	21	0	.....	21	0	Unknown ...	363	Average cost of repairs is given for 5 years. Out of 39 Karias 24 are bridged.
	Do.	Mirpur to Chana ...	3	0	.....	3	0	Do. ..	109	Average cost of repairs is given for 5 years. Out of 5 Karias 2 are bridged.
	Do.	Mubárakpur to Abad ...	8	0	.....	8	0	Do. ...	56	Average cost of repairs is given for 5 years. Out of 11 Karias 7 are bridged.
	Do.	Do. to Miral...	4	0	.....	4	0	282	30	Out of 6 karias 5 are bridged.
	Do.	Do. to Begári Bridge ...	1	0	.....	1	0	Unknown ...	6	There is only 1 Karia which is no bridged.
	Do.	Udi to Sher Garh ...	13	0	.....	13	0	203	111	Out of 14 Karias 1 is bridged.
	Do.	Old Thul to Saidokote ...	8	0	.....	8	0	Unknown ...	20	Do. 12 Karias 2 are bridged.
	Do.	Gauspur to Tungwani ...	12	0	.....	12	0	Do. ..	103	Do. 11 Karias 3 are bridged.
	Do.	Tungwani to Toj ...	3	0	.....	3	0	Do. ...	95	There is no Karia on this portion of the road.
		Carried over ...	171	0	.....	171	0	.....	.....	
			10,196	1,493	149 3,417	10,345	4,910	.....	.....	
	Carried over Totals, I, II, III and IV		1,936	151	104 2,007	2,040	2,158	.....	.....	

LOCAL FUND ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed.	In progress.	Total.	Average total Cost of construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
		Ms. ft.	Ms. ft.	Ms. ft.	Rs.	Rs.	
		1,936 151	104 2,007	2,040 2,158	.....	.....	
	Brought forward ...	10,196 1,493	149 3,417	10,345 4,910	.....	.....	
		171 0	.....	171 0	.....	.....	
	V.—VILLAGE OR CLEARED ROADS—*continued.*						
	SIND DIVISION—*continued.*						
	Thul Táluka—concluded.						
	Road from Mirpur to Sher Garh *viâ* Maujhi Bridge on the Sonewah ...	22 0	.....	22 0	Unknown ...	6	Average cost of repairs is given for 13 years ending 1888-89.
	Total, Thul Táluka ...	193 0	.....	193 0	.....	.....	
	Kashmor Táluka.						
	Road from Mahar to Kumbri ...	4 0	.....	4 0	45	57	This road was constructed in 1882-83 at a total cost of Rs. 180 from the Local Funds. Out of 11 Karias 1 is bridged.
	Do. Kashmor to Badani *viâ* Kashmor Bund ...	18 0	.....	18 0	Unknown ...	216	No. Karia crosses this road.
	Do. Gublo to Piple ...	6 0	.....	6 0	Do. ...	91	Do. do.
	Do. Haibat to Kaudkot ...	4 0	.....	4 0	Do. ...	118	There is only one Karia which is not bridged.
	Do. Haibat to Bhanner ...	6 0	.....	6 0	Do. ...	99	Do. do.
	Do. Bhanner to Gublo ...	4 0	.....	4 0	Do. ...	74	No Karia crosses this road.
	Do. Kaudkote to Toj	11 0	.....	11 0	Do. ...	58	Out of 12 Karias 5 are bridged.

Begári Canals—*continued.*	Do.	Kandkote to Badani ...	16	0	.....	16	0	Do. ...	200	The cost of maintenance and repairs is shown for 2 years. None of the 5 Karias is bridged.
	Do.	Kumbri to Badani ...	6	0	.....	6	0	Do. ...	60	Do. do. None of the 4 Karias is bridged.
	Do.	Kashmor to Sui up to the Kashmor Táluka boundary ...	6	2,640	.....	6	2,640	Do. ...	30	Average cost of 2 years is shown. Out of 6 Karias 3 are bridged.
	Do.	Gauspur to Begariwah...	6	0	.....	6	0	Do. ...	50	Do. One Karia crosses this road which is not bridged.
	Do.	do. to Arain Bridge	3	0	.....	3	0	Do. ...	45	Do. None of the 3 Karias crossing this road is bridged.
	Do.	do. to Dari ...	6	0	.....	6	0	Do. ...	50	Do. do. of the 2 Karias is bridged.
	Do.	Drakhan to Tungwani up to Thul Táluka boundary ...	27	0	.....	27	0	.....	843	Out of 27 Karias 14 are bridged.
	Do.	Dari to Arani Bridge ...	6	0	.....	6	0	Unknown ...	40	None of the 2 Karias on this road is bridged.
	Do.	Kashmor to the river bank	2	0	.....	2	0	Do. ...	20	
	Do.	Gauspur to Haibat ..	6	2,640	.....	6	2,640	Do. ..	42	Out of 3 Karias on this road none is bridged.
	Do.	Telegraph Road to Bakshapur ...	3	0	.....	3	0	47	.....	None of the 7 Karias crossing this road is bridged.
		Total, Káshmor Táluka ...	141	0	.....	141	0	.....	.....	
		Sháhdádpur Táluka.								
	Road from	Sháhdádpur to Garhi Khairo	14	0	.....	14	0	444	175	Out of 25 Karias crossing this road 6 are unbridged.
	Do.	Garhi Khairo to Lárkhán a	11	0	.....	11	0	39	72	Out of 28 Karias crossing this road 6 are bridged.
	Do.	Sháhdádpur to Sujáwal.	5	0	.....	5	0	Unknown ..	105	Out of 7 Karias on this road none are bridged.
		Carried over ...	30	0	.....	30	0	.....	.....	
			10,530	1,493	149 3,117	10,679	4,910	.....	.....	
		Carried over Totals, I, II, III and IV.	1,936	151	104 2,007	2,040	2,158	.....	.....	

LOCAL FUND ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed.	In progress.	Total.	Total average Cost of construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
		Ms. ft.	Ms. ft.	Ms. ft.	Rs. a. p.	Rs. a. p.	
		1,936 151	104 2,007	2,040 2,158	.....	.....	
	Brought forward...	10,530 1,493	149 3,417	10,679 4,910	.....	.....	
	V.—VILLAGE OR CLEARED ROADS—*continued.*	30 0	.....	30 0	.....	.....	
	SIND DIVISION—*continued.*						
	Sháhdádpur Táluka—concluded.						
Begari Canals—*concluded.*	Road from Sháhdádpur to Kambar...	2 0	.....	2 0	543	157	Out of 5 Karias crossing this road 4 are bridged.
	Do. Sháhdádpur to Dostali..	7 0	.....	7 0	Unknown ...	78	Out of 17 Karias crossing the road 2 are bridged.
	Do. Sháhdádpur to Bago Dero	13 2,640	.....	13 2,640	Do. ..	33	Out of 22 Karias none is bridged.
	Do. Bago Dero to Kubo Syadkhan ...	7 3,960	.....	7 3,960	Do. ...	12	Do. do. 25 do.
	Do. Sháhdádpur to Kubo Syadkhan... ...	12 16	.....	12 16	Do. ...	36	Do. do. 17 do.
	Total, Sháhdádpur Táluka ...	72 1,336	.....	72 1,336	.....	.....	
	Mehar Táluka.						
	Road from Mehar to Radhan Station	8 0	.....	8 0	51	406	
	Do. Thari to Radhan ...	2 0	.....	2 0	13	26	
	Do. Mehar to Nao goth ...	11 0	.....	11 0	19	206	
	Do. Nirah to Chana ...	1 0	.....	1 0	17	17	
	Branch road Nirah Chana to Radhan Station	1 2,640	.....	1 2,640	27	41	

Western Nára...	Road to Miayani Dulan ...	4	0	.....	4	0	13	50
	Road from Tharri to Shah Panjo ...	5	0	.....	5	0	8	42
	Do. Tharri to Diario Dokri ...	2	0	.....	2	0	9	19
	Do. Mehar to Sita ...	10	0	.....	10	0	35	350
	Do. Anbar to Kolachi ...	4	0	.....	4	0	19	77
	Do. Mehar to Khairpur ...	4	0	.....	4	0	34	134
	Do. Bundo to Magwani ...	5	0	.....	5	0	19	98
	Do. Mehar to Kamangar ...	4	0	.....	4	0	45	182
	Do. Mehar to Warah ...	9	0	.....	9	0	13	113
	Do. Mehar to Badra ...	6	0	.....	6	0	11	63
	Do. Mehar to Gáhi Mahesar ...	2	0	.....	2	0	17	54
	Do. Kamangar to Garkan ...	6	0	.....	6	0	8	50
	Do. Faridabad to Shah Godro .	8	0	.....	8	0	4	36
	Branch road from Kamangar to Garkan	4	0	.....	4	0	12	48
	Road to Eastern side	11	0	.....	11	0	18	202
	Do. Western side	7	0	.....	7	0	15	13
	Road from Busri to Radhan Station.	3	2,640	.....	3	2,640	17	120
	Total, Mehár Táluka ...	118	0	.....	118	0	.....	.....
	Kakar Táluka.							
	Road from Kakar to Kolachi ...	12	0	.....	12	0	35	414
	Do. Khairpur to Rukan ...	6	0	.....	6	0	18	70
	Do. do. to Mir Hassan	1	2,640	.....	1	2,640	27	38
	Do. Mir Hasan to Gozo ...	2	2,640	.....	2	2,640	6	13
	Do. Gozo to Bhangar.	5	0	.....	5	0	16	76
	Do. Magwani to Mado ...	8	0	.....	8	0	10	97
	Do. Kakar to Kathia...	2	0	.....	2	0	15	21
	Do. Kakar to Phulji ...	5	0	.....	5	0	18	89
	Do. Tharri to Pát Gul Mahomed	10	0	.....	10	0	20	169
	Do. Tharri to Mian Nasir Mahomed ...	10	0	.....	10	0	8	119
	Carried over ...	62	0	.....	62	0	.....	.....
		10,720	2,829	149 3,417	10,870	966	.....	.....
	Carried over Totals I, II, III and IV	1,936	151	104 2,007	2,040	2,158	.....	.....

LOCAL FUND ROADS—*continued.*

District.	Classification and Names of Roads.	Length in Miles. Completed. Ms.	ft.	In progress. Ms.	ft.	Total. Ms.	ft.	Total average Cost of construction per mile. Rs. a. p.	Average annual Cost of Maintenance and Repairs in the last five years. Rs. a. p.	Remarks.
		1,936	151	104	2,007	2,040	2,158	.....	.....	
	Brought forward ...	10,720	2,829	149	3,417	10,870	966	.....	.....	
		62	0	.....		62	0	.....	.....	
	V.—VILLAGE OR CLEARED ROADS—*continued.*									
	SIND DIVISION—*continued.*									
	Kakar Táluka—concluded.									
	Road from Phulpota to Sita Station	2	0	.....		2	0	15	39	
	Do. Kakar to Kalri ...	2	0	.....		2	0	15	21	
	Do. Sita to Kalri ...	3	0	.....		3	0	10	36	
	Do. do. to Machi ...	3	0	.....		3	0	22	49	
	Do. Khairpur to Sita ...	12	0	.....		12	0	23	288	
	Do. Kakar to Sita ...	12	0	.....		12	0	24	133	
Western Nára—*continued.*	Do. Khairpur to Kande Chanki	2	2,640	.....		2	2,640	16	62	
	Western road Gaibidero to Porachi	24	0	.....		24	0	6	362	
	Road from Kakar to Din Mahomed.	2	0	.....		2	0	14	38	
	Do. Musafirkhán of Sita to Sita Station ...	0	1,760	.....		0	1,760	45	4	
	Do. Sita Station to Rahaja ...	3	0	.....		3	0	35	.....	New Road.
	Circle road of Gozo	1	0	.....		1	0	20	.....	Nothing expended during last 5 years.
	Western Road of Khairpur ...	1	0	.....		1	0	80	37	
	Road from Khairpur to Sultan Chandio	1	0	.....		1	0	12	.....	
	Do. Palepota to Sita Station	0	1,320	.....		0	1,320	20	.....	Nothing expended during last 5 years.
	Total, Kakar Táluka ...	131	440	.....		131	440	.....	.....	

	Labdaria Táluka.									
Western Nára —*concluded.*	Road from Bakrani to Bhangi Kalhora ...	3	0	.....	3	0	8	63		
	Do. do. to Kot Chandko	8	0	.....	8	0	6	66		
	Do. do. to Lárkhána ...	3	0	.....	3	0	17	53		
	Do. do. to Gerelo ...	6	0	.....	6	0	8	87		
	Do. Lárkhána to Radhan ...	22	0	.....	22	0	14	13		
	Do. do. to Dokri ...	11	0	.....	11	0	27	45		
	Do. Bhangi Kalhore to Ghogharo	2	0	.....	2	0	75	73		
	Do. Dokri to Badra	6	0	.....	6	0	16	73		
	Do. do. to Hasan Wahan ...	4	0	.....	4	0	12	52		
	Do. Bakrani to Dokri ...	7	0	.....	7	0	14	98		
	Do. do. to Nao Abad and Weesar ...	7	0	.....	7	0	7	96		
	Do. do. to Hasan Wahan.	8	0	.....	8	0	6	81		
	Do. Badra to Chana	10	0	.....	10	0	15	106		
	Do. Dokari to Thari Mohbat.	13	0	.....	13	0	5	143		
	Do. Lundani to Radhan ..	1	2,640	.....	1	2,640	7	3		
	Do. Chana to Nirah	8	0	.....	8	0	12	58		
	Do. Lárkhána to Nasirabad ...	4	0	.....	4	0	6	13		
	Do. Dokri to Railway crossing at Gujharand thence to road leading to Radhan.	1	3,960	.....	1	3,960	29	66		
	Do. Badra Station to Badra and thence to Nasirabad	1	1,320	.....	1	1,320	40	36		
	Do. Badra to Mehár	1	660	.....	1	660	Not known.	.....	Not repaired in 1891-92.	
	Do. Hasan Wahan to Chana...	10	2,640	.....	10	2,640	17	203		
	Do. Abad Nao to old Abad ...	3	2,640	.....	3	2,640	14	63		
	Do. Old Abad to Mirpur ..	5	0	.....	5	0	10	22		
	Do. Badra to Dera	1	3,960	.....	1	3,960	.....	.....		
	Total, Labdaria Táluka ...	148	1,980	.....	148	1,980	.....	.....		
	Carried over ...	10,999	5,249	149 3,417	11,149	3,386	.....	.....		
	Carried over Totals I, II, III and IV	1,939	151	104 2,007	2,040	2,158	.....	.....		

Districts.	Classification and Names of Roads.	Length in Miles. Completed. Ms.	ft.	In progress. Ms.	ft.	Total. Ms.	ft.	Total average Cost of construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
	Brought forward.	1,936	151	104	2,007	2,040	2,158	.....	.....	
		10,999	5,249	149	3,417	11,149	3,386	.....	.....	
	V.—VILLAGE OR CLEARED ROADS—*continued.*									
	SIND DIVISION—*continued.*									
	Nasirábad Táluka.									
	Road from Warah to Lárkhána ...	11	0	.....		11	0	11	121	
	Do. Nasirabad to Kambar	8	0	.....		8	0	12	94	
	Do. Nasirabad to Lárkhána...	6	0	.....		6	0	13	79	
	Do. Nasirabad to Badra ..	6	0	.....		6	0	26	156	
	Do. Dayro to Tharri ...	3	0	.....		3	0	3	8	
	Do. Nasirabad to Mehar ...	10	0	.....		10	0	9	85	
	Do. Warah to Mehar ...	10	0	.....		10	0	11	108	
	Do. Nasirabad to Gaji Khubawur	6	0	.....		6	0	9	57	
	Do. Warah to Pahwaro ...	5	0	.....		5	0	8	40	
	Do. Warah to Hamal ...	12	0	.....		12	0	3	40	
	Eastern and Western Roads ...	17	0	.....		17	0	4	65	
	Road from Warah to Nasirabad ...	8	0	.....		8	0	71	571	
	Do. Badra to Mehár ...	9	0	.....		9	0	6	54	
	Do. Deira to Badra ...	5	0	.....		5	0	6	31	
	Total, Nasirabad Táluka ...	116	0	.....		116	0	.....	.....	
Ghar Canals ...										

Sukkur Táluka.								
Road from Rahuja to Abad Lakha...	2	0	.....		2	0	22	44
Do. Pirdadani to Bagarji ...	1	1,980	.....		1	1,980	2	3
Do. Iron Bridge Sukkur to Rahuja Road ...	2	0	.....		2	0	178	356
Do. Rahuja to Lálimashaik ...	0	1,980	.....		0	1,980	23	8
Do. Sukkur to Panhoo Jatoi and Saidabad	4	0	.....		4	0	20	79
Do. Arai to Saidabad ...	2	0	.....		2	0	8	16
Do. Arai to Garangwáh Bridge	1	0	.....		1	0	3	3
Do. Bagarji to Gosarji and Jehankhan ...	2	0	.....		2	0	21	43
Do. Lálwáh to Karia-yusif ...	0	3,960	.....		0	3,960	22	16
Do. Sukkurwáh to old Abad Road	1	1,980	.....		1	1,980	92	126
Total, Sukkur Táluka ...	16	4,620	.....		16	4,620	.....	.....
Naushahro Abro Táluka.								
Road from Gárhi to Drakhan ...	10	0	.....		10	0	118	1,176
Do. Drakhan to Wallaceabad.	6	0	.....		6	0	50	301
Do. Garhi to Khairo Jamáli...	2	0	.....		2	0	26	53
Do. Drakhan to Gaheja ...	6	0	.....		6	0	55	332
Do. do. to Rato-dero ...	3	0	.....		3	0	83	248
Do. do. to Madeji ...	9	0	.....		9	0	67	604
Do. Shikárpur to Lárkhána...	16	0	.....		16	0	44	706
Do. Rato-dero to Jacobabad.	6	0	.....		6	0	28	168
Do. Ruk to Shikárpur ...	4	2,640	.....		4	2,640	31	138
Do. do. to Garhi Yásin ...	10	0	.....		10	0	59	588
Carried over ...	72	2,640	.....		72	2,640	.....	.....
	11,132	4,589	149	3,417	11,282	2,726	.....	.....
Carried over Totals, I, II, III and IV.	1,936	151	104	2,007	2,040	2,158	.....	.....

Not repaired since 1888-89.

LOCAL FUND ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed. Ms.	ft.	In progress. Ms.	ft.	Total. Ms.	ft.	Total average Cost of construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
		Ms.	ft.	Ms.	ft.	Ms.	ft.	Rs.	Rs.	
		1,936	151	104	2,007	2,040	2,158	.....	.....	
	Brought forward ...	11,132	4,589	149	3,417	11,282	2,726	.....	.....	
		72	2,640	.....		72	2,640	.....	.....	
	V—VILLAGE OR CLEARED ROADS—*continued.*									
	SIND DIVISION—*continued.*									
	Naushahro Abro Táluka—continued.									
	Road from Shikárpur to Garhi Khaíro Jamali ...	13	0	.....		13	0	14	177	
	Do. Gaheja to Lakhi ...	12	0	.....		12	0	24	294	
	Total, Naushahro Abro Táluka ...	97	2,640	.....		97	2,640	.....	.....	
	Lárkhána Táluka.									
	Road from Lárkhána to Kambar ...	10	660	.....		10	660	388	907	
	Do. do. to Abad ...	5	0	.....		5	0	59	279	
	Do. do. to Bakrani ...	4	660	.....		4	660	109	242	
	Do. do. to Phulu Bund..	4	3,630	.....		4	3,630	89	142	
	Do. do. to Akil ...	10	0	.....		10	0	68	306	
	Do. Khairpur to Ghogharo...	4	0	.....		4	0	19	218	
	Do. Ghogharo to Bakrani ...	3	4,620	.....		3	4,620	38	121	
	Do. Lárkhána to Shikárpur...	7	3,300	.....		7	3,300	56	261	
	Do. do. to Rato-dero ...	9	2,640	.....		9	2,640	42	575	
Ghár Canals—*continued.*	Do. do. to Garhi Khairo Jamáli ..	12	4,620	.....		12	4,620	85	767	

Do. do. to Warah ...	14	3,300	.....	14	3,300	51	570
Do. do. to Nasirabad ...	11	660	.....	11	660	92	414
Do. do. to Fordwáh ...	7	1,980	.....	7	1,980	17	91
Do. Rato-dero to Kambar ...	8	1,980	.....	8	1,980	34	286
Do. Lárkhána to Arija ...	6	0	.....	6	0	47	409
Do. do. to Badra ...	5	1,980	.....	5	1,980	86	151
Do. do. to Shahal Mahomed ...	6	2,970	.....	6	2,970	13	69
Do. do to Dokri ...	4	3,300	.....	4	3,300	161	190
Do. Fatehpur to Naodero ...	3	1,980	.....	3	1,980	34	121
Do. Garlo to join the Nusirabad Road ...	0	2,204	.....	0	2,204	232	.....
Total, Lárkhána Táluka ...	139	3,524	.....	139	3,524	.....	.....
Kambar Táluka.							
Road from Kambar to Rato-dero ...	9	0	.....	9	0		312
Do. do. to Sijáwal ...	12	0	.....	12	0		284
Do. do. to Shahdádpur ...	18	2,640	.....	18	2,640		394
Do. do. to Dostali ...	9	0	.....	9	0		131
Do. do. to Ber	4	0	.....	4	0		65
Do. Dostali to Hamal ...	7	2,640	.....	7	2,640		104
Do. do. to Garhi Khairo Jamáli ...	8	0	.....	8	0		92
Do. Shahdádpur to Rato-dero	3	0	.....	3	0		39
Do. Dostali to do. ...	14	0	.....	14	0	Not known.	232
Do. do. to Sijáwal...	5	0	.....	5	0		60
Do. Shahdádpur to Bago ...	4	0	.....	4	0		22
Do. Dostali to Garhi Sher Mahomed Naich ...	7	0	.....	7	0		30
Do. Kambar to Panwharo ...	10	0	.....	10	0		112
Do. Kambar to Lárkhána ...	3	3,960	.....	3	3,960		380
Do. do. to Nasirabad ...	6	0	.....	6	0		92
Do. Gaibidero to Hamal ...	11	0	.....	11	0		53
Total, Kambar Táluka ...	131	3,960	.....	131	3,960	.....	.....
Carried over ...	11,501	4,153	149 3,417	11,651	2,290	.....	.....
Carried over Totals, I, II, III and IV.	1,936	151	104 2,007	2,040	2,158	.....	.....

Districts.	Classification and Names of Roads.	Length in Miles. Completed.		In progress.		Total.		Average total Cost of construction per Mile.	Average annual cost of Maintenance and Repairs in the last five years.	Remarks.
		Ms.	ft.	Ms.	ft.	Ms.	ft.		Rs.	
	Brought forward ...	1,936	151	104	2,007	2,040	2,158	.....	.....	
		11,501	4,153	149	3,417	11,651	2,290	.....	.....	
	V—VILLAGE OR CLEARED ROADS—*continued.*									
	SIND DIVISION—*continued.*									
	Rato-dero Táluka.									
Ghár Canals—*concluded.*	Road from Rato-dero to Naodero ...	10	1,320	.....		10	1,320	276	2,073	
	Do. Naodero to Lárkána ...	4	2,640	.....		4	2,640	.....	.....	
	Do. do. to Shikárpur ...	5	3,960	.....		5	3,960	83	447	
	Do. do. to Fatehpur ...	4	3,960	.....		4	3,960	6		
	Do. do. to Rajo-dero ...	7	0	.....		7	0	42	.....	
	Do. Rato-dero to Kambar ..	6	1,320	.....		6	1,320	23	133	
	Do. do. to Dostali ...	10	3,960	.....		10	3,960	17	248	
	Do. do. to Sijáwal ...	10	3,960	.....		10	3,960	23	379	
	Do. Sijáwal to Shahdadpur ..	3	3,960	.....		3	3,960			
	Do. Lárkhána to Garhi Khairo Jamáli	13	2,640	.....		13	2,640	14	301	
	Do. Rato-dero-Naodero Road to join the Madeji Road.	6	1,320	.....		6	1,320	5	70	
	Do. Rato-dero to Drakhan ...	3	1	.....		3	1	16	148	
	Do. Bungaldero to Khairodero	2	2,640	.....		2	2,640	57	73	
	Do. Khairodero to join the Kambar Road	2	0	.....		2	0	47	148	

	Do. Nasirabad to Akil	2								
	Do. Sijawal to Dostali	2	2,64							
	Do. Rato-dero-Jacobabad road to Shahdadpur Mahar	12	1,32							
	Do. Rato-dero Larkhana	7	3,96							
	Do. Rato-dero to Jacobabad	2	1,32							
	Do. Sijawal to Kambar	3								
	Do. Kandhar bund to Bungaldero	3								
	Total, Rato-dero Táluka	123	3,961			123	3,961			
	Shikárpur Canals.									
Shikárpur Canals	Roads in the Sukkur Táluka Local Board.	156	1,980			156	1,980	39	6,081	
	Do. in the Shikárpur do. do.	245	1,980			245	1,980	33	8,712	
	Do. in the Nausharo Abro Táluka Local Board.	125	2,640			125	2,640	60	6,512	Some of these roads are grassed.
	Do. in the Rohri Táluka do.	216	0			216	0	37	2,292	
	Do. in the Ghotki do. do.	223	0			223	0	42	4,361	
	Do. in the Mirpur do. do.	108	0			108	0	45	1,801	
	Do. in the Ubauro do. do.	154	0	15	0	169	0	49	3,179	
	Total, Shikárpur Canals	1,228	1,320	15	0	1,243	1,320	.....	.....	
	Carried over	12,853	4,154	164	3,417	13,018	2,291	.....	.....	
	Carried over Totals, I, II, III and IV.	1,936	151	104	2,007	2,040	2,158	.....	.....	

LOCAL FUND ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed. Ms.	ft.	In progress Ms.	ft.	Total. Ms.	ft.	Average total Cost of construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
	Brought forward ...	1,936	151	104	2,007	2,040	2,158	.....	.....	
		12,853	4,154	164	3,417	13,018	2,291	.....	.....	
	V.—VILLAGE OR CLEARED ROADS—*continued.*									
	SIND DIVISION—*continued.*									
	Sujáwal Táluka.									
Karáchi Canals.	Road from Belo to Sujáwal ..	10	0	.....		10	0	Unknown ...	342	
	Do. from Murádpur to Sujáwal ...	2	0	.....		2	0	456	119	
	Do. from Jár to do. ...	4	2,640	.....		4	2,640	645	80	
	Do. from Belo to Saidpur Kháro and thence to Koti Almo ...	12	0	.....		12	0	Unknown ...	35	
	Do. from Belo to Murádpur ...	7	0	.....		7	0	Do. ...	802	
	Do. from Saidpur to Belo ...	8	0	.....		8	0	Do. ...	37	
	Do. from Wálisháh to Choritáni ...	7	0	.....		7	0	Do. ...	64	
	Do. from Sujáwal to Mirpur ...	9	0	.....		9	0	Do. ...	570	
	Do. from do. to boundary of Jati Táluka ...	12	0	.....		12	0	Do. ...	203	
	Do. from do. to Bahádipur ...	6	0	.....		6	0	Do. ...	74	
	Do. from Jár to Mirpur ...	2	0	.....		2	0	Do. ...	202	
	Do. from Sujáwal to Saidpur ...	4	0	.....		4	0	Do. ...	82	
	Do. Belo to Wálisháh	10	0	.....		10	0	Do. ...	313	
	Total, Sujáwal Táluka ...	93	2,640	.....		93	2,640	.....	.....	

Karáchi Canals —*continued.*

Mirpur Batora Táluka.								
Road from Mirpur Bátora to Daro and thence to Wálisháh ...	8	0	.....		8	0	Unknown ...	183
Do. from Mirpur Bátora to Jhoke .	7	0	.....		7	0	Do. ...	162
Do. from do. to Khorewáh	6	0	.....		6	0	Do. ...	242
Road from Bágh Dháman to Kario Petáro	7	0	.....		7	0	Do. ...	116
Do. from Mirpur Bátora to Jár ...	5	0	.....		5	0	Do. ...	118
Do. from Mirpur Batora to boundary of Sujáwal Táluka	5	0	.....		5	0	Do. ...	78
Do. from Mirpur Batora to Jati Táluka	9	0	.....		9	0	Do. ...	273
Do. from Bara Gajo to Lakho Lutif-Uláh	3	0	.....		3	0	Do. ...	48
Do. from Atalsháh to Bara Gajo and thence to Khádi ...	5	0	.....		5	0	Do. ...	118
Do. from Bachal Gugo to Gul Mahomed Gugo	3	0	.....		3	0	Do. ...	45
Do. from Bágh Dháman to Saidpur.	3	2,640	.....		3	2,640	Do. ...	50
Do. from Daro to Bano and thence to Mulchand	17	0	.....		17	0	Do. ...	359
Do. from Atalsháh to Bagh Dháman.	3	0	.....		3	0	Do. ...	43
Do. from Bara gazo to Báno ...	2	0	.....		2	0	Do. ...	12
Do. from Khádi to Chábro ...	5	0	.....		5	0	185	257
Do. from Jhoke to Abral and thence to Laikpur	10	0	.....		10	0	36	195
Do. from Jár to Kharar	3	0	.....		3	0	18	17
Total, Mirpur Bátora Táluka ...	101	2,640	.....		101	2,640	.....	.....
Jati Táluka.								
Road from Sátárdinosháh to Ghár Chhab Hatho	3	0	.....		3	0	Unknown ...	47
Do. from Bahadipur to Shahkapur.	3	0	.....		3	0	Do. ...	39
Carried over ...	6	0	.....		6	0	.....	.....
	13,048	4,154	164	3,417	13,213	2,291	.....	.....
Carried over Totals I, II, III and IV	1,936	151	104	2,007	2,040	2,158	.....	.....

LOCAL FUND ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in miles. Completed.		In progress.		Total.		Average total Cost of construction per Mile.	Average annual cost of Maintenance and Repairs in the last five years.	Remarks.
		Ms.	ft.	Ms.	ft.	Ms.	ft.	Rs.	Rs.	
		1,936	151	104	2,007	2,040	2,158	.....	.....	
	Brought forward ...	13,048	4,154	164	3,417	13,213	2,291	.....	.....	
		6	0	.....		6	0	.....	.....	
	V—VILLAGE OR CLEARED ROADS—*continued.*									
	SIND DIVISION—*continued.*									
	Jati Táluka—continued.									
	Road from Mughalbin to Gandho Chatan	18	0	.....		18	0	Not known...	245	
	Do. from Shahkapur to Gandho Chátan	2	0	.....		2	0	Do. ...	21	
	Do. from boundary of Sháhbandar to that of Sujáwal	10	0	.....		10	0	Do. ...	367	
	Do. from Mugalbin to Chách ...	15	0	.....		15	0	Do. ...	189	
	Do. from Mugalbin to Báhádipur .	15	0	.....		15	0	Do. ...	148	
	Do. from Mugalbin to Ládium ...	10	0	.....		10	0	Do. ...	186	
	Do. from Mugalbin to Ver ...	24	0	.....		24	0	Do. ...	147	
	Total, Jati Táluka ...	100	0	.....		100	0	.....	.....	
	Sháhábandar Táluka.									
	Road from Sháhabandar to Chách Jehankhan	14	0	.....		14	0	Unknown ...	292	
	Do. from Chách to Báhádipur ...	12	0	.....		12	0	Do. ...	243	
	Do. from Ládium to Ghar... ...	7	0	.....		7	0	Do. ...	196	
	Do. from Ládium to Gungo ...	8	0	.....		8	0	Do. ...	199	

Karáchi Canals —*continued.*	Do. from Sháhábandar to Báhádipur	18	0	.....		18	0	Do. ...	355
	Do. from Gungáni to Jatoi ...	6	0	.....		6	0	.....	452
	Do. from Jatio to Ferry	6	0	.....		6	0	67	
	Do. from Sháhabandar to Bagani ...	13	0	.....		13	0	Unknown ...	226
	Do. from Ládiun to Gungáni ...	8	0	.....		8	0	Do. ...	183
	Do. from Dubo road boundary of Jati to Ládium.	2	0	.....		2	0	Do. ...	126
	Do. from Ladium to High road ...	0	1,320	.....		0	1,320	Do. ...	5
	Total, Sháhábandar Táluka ...	94	1,320	.....		94	1,320	.....	.....
	Kotri and Mánghand Talukas—								
	High road from River Baran to Mánghand	40	0	.....		40	0	Unknown ...	1,408
	Road from Khasai to Gopang ...	0	2,640	.....		0	2,640	Do. ...	3
	Do. from Budahpur to Station Budahpur	1	0	.....		1	0	Do. ...	15
	Three parts of roads Bhian	1	2,640	.....		1	2,640	Do. ...	29
	Road from Petaro to Station Petaro.	1	2,640	.....		1	2,640	Do. ...	20
	Do. from Badha to Badha Ferry ...	1	0	.....		1	0	Do. ...	14
	Road No. 46 from Unarpur to Bánd Virah	20	0	.....		20	0	Do. ...	115
	Road from Baran to Saliyan ...	18	0	.....		18	0	Do. ...	30
	Road No. 3 from Khairaja to Charlo.	91	0	.....		91	0	Do. ...	208
	Road No. 4 from Khajar to Taung.	19	0	.....		19	0	Do. ...	30
	Road No. 45 from Ahmed Khán to Bula Khán	5	0	.....		5	0	Do. ...	13
	Road No. 42 from Bula Khán to Gaghar	8	0	.....		8	0	Do. ...	66
	Road from Karchat to Khirthar ...	10	0	.....		10	0	Do. ...	32
	Do. from Kotri to Ghaghar ...	25	0	.....		25	0	Do. ...	45
	Road No. 47 from Khanpur to band Virah	20	0	.....		20	0	Do. ...	68
		261	2,640	.....		261	2,640	.....	.....
	Carried over ...	13,243	194	164	3,417	13,407	3,611	.....	.....
	Carried over Totals, I, II, III and IV	1,936	151	104	2,007	2,040	2,158	.....	.....

LOCAL FUND ROADS—*concluded.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed.		In progress.		Total.		Average total Cost of construction per Mile.	Average annual cost of Maintenance and Repairs in the last five years.	Remarks.
		Ms.	ft.	Ms.	ft.	Ms.	ft.	Rs.	Rs.	
		1,936	151	104	2,007	2,040	2,158	.....	.....	
	Brought forward ...	13,243	194	164	3,417	13,407	3,611	.....	.....	
		261	2,640	.....		261	2,640	.....	.....	
	V—VILLAGE OR CLEARED ROADS—*continued.*									
	SIND DIVISION—*continued.*									
	Kotri and Mánghand Tálukas—contd.									
Karáchi Canals —*continued.*	Road from boundary Mánghand to Sehwan boundary	42	2,640	.....		42	2,640	Not known...	1,000	
	Do. from Laki to Dhara Tirath ...	2	0	.....		2	0	Do. ..	40	
	Do. from San to San Railway Station	2	0	.....		2	0	Do. ...	15	
	Do. from Amri to the river ...	0	1,760	.....		0	1,760	Do. ...	2	
	Do. from Mánghand to River Ferry.	1	0	.....		1	0	Do. ...	20	
	Do. to the Mánghand Station ...	1	0	.....		1	0	Do. ...	20	
	Do. from Railway Pipe to Golara ...	5	0	.....		5	0	Do. ...	40	
	Do. from Manghand office to Bava Govindas' Garden	0	1,657	.....		0	1,657	Do. ...	5	
	Do. from Hajana to Railway Pipe .	0	2,640	.....		0	2,640	Do. ...	20	
	Do. from Mánghand Railway pipe to Railway bank	0	2,640	.....		0	2,640	Do. ...	15	
	Do. from Manghand Railway pipe to Railway Station ...	0	2,640	.....		0	2,640	Do. ...	40	
	Do. from do. to office...	0	2,640	.....		0	2,640	Do. ...	10	
	Do. from Manghand village to Manghand office	0	2,640	.....		0	2,640	Do. ...	10	
	Total, Kotri and Mánghand Tálukas.	318	777	.....		318	777	.....	.....	

	Karáchi Táluka.									
Karáchi Canals —*continued.*	Road from Karáchi Municipal boundary to Sakro Táluka boundary.	27	0	.....		27	0	Not known...	469	Out of 30 miles 3 have been transferred to Sakro Táluka on Road No. 13.
	Do. from Karáchi Municipal boundary to Deús Goth	14	0	.....		14	0	Do. ...	146	
	Do. do. to Pir Mangho ...	7	0	.....		7	0	Do. ...	132	The distance from Karáchi to Pir Mangho is 10 miles but 3 miles are within Municipal limits hence 7 miles have been shown.
	Do. from Vira's Garden to Sukhiojo Goth	4	0	.....		4	0	Do. ...	45	
	Do. from Landhi to Darsano Chano.	9	0	.....		9	0	Do. ...	87	
	Do. from Pir Mangho to Murád Khan's Bund	7	0	.....		7	0	Do. ...	62	
	Do. from Karáchi Municipal boundary to Moach	5	0	.....		5	0	Do. ...	325	
	Do. from Pir Mangho to Lakho Lung	15	0	.....		15	0	Do. ...	124	
	Do. from Karáchi Municipal boundary to Kohistan boundary as far as Khadeji	30	0	.....		30	0	Do.	380	
	Do. from Karáchi Municipal boundary to Sonmiani	10	2,640	.....		10	2,640	Do.	184	
	Total, Karáchi Táluka ...	128	2,640	.....		128	2,640	.....	.....	
	Sakro Táluka.									
	Road from Dorbeji to Gharo ...	7	0	.....		7	0	Not known...	75	
	Do. from Gharo to Haji Girano ...	8	3,960	.....		8	3,960	Do.	96	
	Do. from Haji Girano to Mirpur Sakro	4	1,320	.....		4	1,320	Do.	95	
	Do. from Mirpur to Babara ...	6	3,960	.....		6	3,960	Do.	82	
	Do. from Babera to Jhorwah ...	4	0	.....		4	0	Do.	33	
	Do. from Gharo to Ghulamullah ...	17	3,960	.....		17	3,960	Do.	138	
	Do. from Ghulamullah to Tatta ...	3	2,640	.....		3	2,640	Do.	34	
	Do. from Karampur to new Var ...	2	3,960	.....		2	3,960	Do.	58	
	Do. from Karampur to Sheikh Maman	2	3,960	.....		2	3,960	Do.	14	
	Carried over ...	57	2,640	.....		57	2,640	.....	.....	
		13,689	3,611	164	3,417	13,854	1,748	.....	.....	
	Carried over Totals, I, II, III and IV.	1,936	151	104	2,007	2,040	2,158	.....	.....	

LOCAL FUND ROADS—*concluded.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed.		In progress.		Total.		Average total Cost of construction per Mile.	Average annual cost of Maintenance and Repairs in the last five years.	Remarks.
		Ms.	ft.	Ms.	ft.	Ms.	ft.	Rs.	Rs.	
		1,936	151	104	2,007	2,040	2,158	.....	.....	
	Brought forward ...	13,689	3,611	164	3,417	13,854	1,748	.....	.....	
		57	2,640	.....		57	2,640	.....	.....	
	V—VILLAGE OR CLEARED ROADS—*continued.*									
	SIND DIVISION—*continued.*									
	Sakro Táluka—concluded.									
	Road from Mirpur Sakro to Ghulamalla and Ghorabari	6	2,640	.....		6	2,640	Unknown ...	50	
	Do. from Babra to Gaja and Gharo to Tatta boundary	3	0	.....		3	0	Do.	24	
	Do. from Babara to Ghulamallah and to Gharo	5	0	.....		5	0	Do. ...	47	
	Do. from Gharo to Karáchi Tatta boundary	8	0	.....		8	0	Do. ...	51	
	Do. from Gharo to Gúja	12	0	.....		12	0	Do. ...	388	
	Do. from Mirpur Sakro to Patan Ghulamullah...	13	2,640	.....		13	2,640	Do. ...	104	
	Total, Sakro Táluka ...	105	2,640	.....		105	2,640	.....	.....	
	Tatta Táluka.									
	Road from Guja to Nai Baram ...	58	0	.....		58	0	.....	778	
	Do. from Tatta to Pir Patta ...	14	0	.....		14	0	.....	333	
	Do. from Tatta to Thaim and Ghorabári boundary	14	0	.....		14	0	.....	478	
	Do. from Thaim to Marho Ghorabári Táluka boundary ...	1	2,640	.....		1	2,640	.....	18	

Karáchi Canals — *concluded.*	Do. from Tatta to Bawa Purandas and to Belo Ferry	6	0	.....	6	0	.....	71	
	Do. from Sonda to River Ferry ...	3	2,640	.....	3	2,640	.....	44	
	Do. from Sonda to Patan Lakho Lutifulah	4	0	.....	4	0	.....	32	
	Do. from Jerruck to Meting ...	6	0	.....	6	0	.....	50	
	Do. from Jerruck to Rajo Nizamani and Ungar	6	0	.....	6	0	.....	91	
	Do. from Tatta to Satiam... ...	2	2,640	.....	2	2,640	.....	110	
	Do. from Tatta to Mansha Mai ...	1	2,640	.....	1	2,640	.....	50	This is a new road.
	Do. from Tatta to Chach Sumarki.	1	1,320	.....	1	1,320	.....	89	
	Do. from Tatta to Ghulam Ulah and Mirpur Sakro boundary.	14	0	.....	14	0	.....	74	Do. do.
	Total, Tatta Táluka ...	132	1,320	.....	132	1,320	.....	.....	
	Ghorabari Táluka.								
	Road from Dorbeji to Keti Bandar...	20	2,640	.....	20	2,640	.....	227	
	Do. from Ghari to Puro Bhiman ...	10	0	.....	10	0	.....	110	
	Do. from Karampur to Pir Patho...	2	2,640	.....	2	2,640	.....	40	
	Do. from Mirpur Sakro to Kotri Alah Rukhioshah	12	0	.....	12	0	.....	336	
	Do. from Jungshahi to Keti Bandar.	47	2,640	.....	47	2,640	.....	1,015	
	Do. from Kotri Ghorábári to Gharo.	18	2,640	.....	18	2,640	.....	497	
	Do. from Machara to Bhiman ...	4	0	.....	4	0	.....	52	
	Do. from Pir Patho to Hayat Gaho .	10	2,640	.....	10	2,640	.....	212	
	Do. from Meharwah to Kotri Ghorábári	1	0	.....	1	0	.....	37	
	Do. from Goth Marhi to Munora Ferry	3	2,640	.....	3	2,640	.....	15	
	Do. from Uderolal to Gharo ...	4	3,960	.....	4	3,960	.....	28	
	Do. from Juma Dal to Khirsar ...	5	2,640	.....	5	2,640	.....	45	
	Do. from Mehram to Muradani ...	2	3,960	.....	2	3,960	.....	33	
	Total, Ghorábári Táluka ...	143	0	.....	143	0	.....	.....	
	Carried over ...	14,070	2,291	164 3,417	14,235	428	.....	.....	
	Carried over Totals I, II, III and IV	1,936	151	104 2,007	2,040	2,158	.....	.....	

LOCAL FUND ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed. Ms.	ft.	In progress. Ms.	ft.	Total. Ms.	ft.	Average total Cost of construction per Mile. Rs.	Average annual Cost of Maintenance and Repairs in the last five years. Rs.	Remarks.
	Brought forward ...	1,936	151	104	2,007	2,040	2,158	.....	.....	
		14,070	2,291	164	3,417	14,235	428	.....	.....	
	V.—VILLAGE OR CLEARED ROADS—*continued.*									
	SIND DIVISION—*continued.*									
	Dadu Táluka.									
	Road from Dádu to Siál	1	0	.....		1	0	8	7	
	Do. from Dádu to Jhálo Ferry ...	5	0	.....		5	0	5	30	
	Do. from Mondár to Bilawalpur ...	6	0	.....		6	0	6	37	
	Do. from Fatehpur to Johi Dung .	8	0	.....		8	0	5	46	
	Do. from Nurwah to Baghan ...	3	0	.....		3	0	7	21	
	Do. from Durmohamed Gote to Phulji Station	6	0	.....		6	0	6	39	
	Do. from Kamalkhan to boundary of Bhan	9	0	.....		9	0	4	53	
	Do. from Nurwáh to Bhan ...	5	0	.....		5	0	5	30	
	Do. from Phoka to Kamalkhan ...	4	0	.....		4	0	6	24	
	Do. from Khudabad to Pohka ...	2	0	.....		2	0	6	12	
	Do. from Murakhpur to Son Miani .	1	0	.....		1	0	8	8	
	Do. from Dádu to Waleji Miáni ...	6	0	.....		6	0	8	48	
	Do. from Dádu to boundary of Kákar	32	0	.....		32	0	14	340	
	Do. from Sita to Kákar ...	1	0	.....		1	0	10	8	
	Do. from Sita to boundary of Mehar	1	0	.....		1	0	9	14	
	Do. from Kalri to Sita Station ...	3	0	.....		3	0	10	24	
	Do. from Rukan to boundary of Kákar	12	0	.....		12	0	8	87	

	Do. from Mondar to Malik Ferry	3	0	.....	3	0	5	17
	Do. from Dádu to Bhan	13	0	.....	13	0	5	95
	Do. from Dádu to Lulain Ferry ...	5	0	.....	5	0	5	31
	Do. from Dáduto Mukhdun Bilawal.	6	0	.....	6	0	19	115
	Do. from Mondar to Shahani ...	2	0	.....	2	0	10	20
	Total, Dadu Táluka ...	134	0	.....	134	0	.....	.....
	Johi Táluka.							
Western Nara Canals—*contd.*	Road from Johi to Hairo Khan ...	11	1,693	.....	11	1,693	4	67
	Do. from Johi to Sháh Hasan ...	14	4,200	.....	14	4,200	9	118
	Do. from Johi to Hajikhan ...	8	4,677	.....	8	4,677	4	50
	Do. from Johi to Dádu	6	0	.....	6	0	10	48
	Do. from Johi to Phulji	17	10	.....	17	10	10	175
	Do. from Sháh Hasan to Pir Gaji	7	0	.....	7	0	7	49
	Do. from Shah Hasan to boundary of Sehwan	5	0	.....	5	0	8	42
	Do. from Johi to boundary of Bhan.	3	0	.....	3	0	7	24
	Do. from Phulji to Hajikhan ...	17	2,982	.....	17	2,982	7	147
	Do. from Hajrokhán to Shahdin ...	3	43	.....	3	43	6	18
	Do. from Sháh Morio to Phulji ...	4	0	.....	4	0	7	28
	Do. from Chini to Sháh Hasan ...	4	0	.....	4	0	25	97
	Total, Johi Táluka ...	101	3,045	.....	101	3,045	.....	.....
	Sehwan Táluka.							
	High road from boundary of Sehwan to Dádu boundary...	23	0	.....	23	0	17	15
	Road from Nathi Aral to Rajgath Ferry	4	0	.....	4	0	17	19
	Do. from Sehwan to Bubak ...	8	0	.....	8	0	15	15
	Do. from Bajara to Bubak ...	9	0	.....	9	0	15	14
	Do. from Bubak to Bhan ...	8	0	.....	8	0	Unknown.	10
	Do. from Bhan to Talti	6	0	.....	6	0	9	7
	Do. from Talti to Bubak	8	0	.....	8	0	12	16
	Do. from Bhan to Mori Dehro ...	6	0	.....	6	0	Unknown.	7
	Do. from Bhan to Dádu	2	0	.....	2	0	15	15
	Do. from Bhan to Johi boundary...	2	0	.....	2	0	15	16
	Carried over ...	76	0	.....	76	0	.....	.....
		14,306	56	164 3,417	14,470	3,473	.....	.....
	Carried over Totals, I, II, III and IV	1,936	151	104 2,007	2,040	2,158	.....	.....

District.	Classification and Names of Roads.	Length in Miles. Completed.		In progress.		Total.		Average total Cost of construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
		Ms.	ft.	Ms.	ft.	Ms.	ft.	Rs.	Rs.	
	Brought forward ...	1,936	151	104	2,007	2,040	2,158	.....	.....	
		14,306	56	164	3,417	14,470	3,473	.....	.....	
		76	0	.....		76	0	.....	.....	
	V.—VILLAGE OR CLEARED ROADS—*concluded.*									
	Sind Division—*concluded.*									
	Sehwan Táluka—concluded.									
Western Nara Canals—*concld.*	Road from Arazi leading to Shikárpur road	1	0	.....		1	0	20	12	
	Do. from Sehwan to Jhánghar and Jhánghar to Mahri ...	47	0	.....		47	0	12	12	
	Do. from Jhánghar to Shah-Hasan	12	0	.....		12	0	18	13	
	Do. from Sehwan to Karampur...	2	0	.....		2	0	19	22	
	Do. from Karampur to Talti ...	5	0	.....		5	0		22	
	Do. from Arazi to Bubak Station...	1	2,640	.....		1	2,640	15	13	
	Do. from Belhan to Arazi ...	3	2,640	.....		3	2,640		15	
	High road to Akhtar	7	0	.....		7	0	13	8	
	Road from Bubak to Aktar ...	4	0	.....		4	0	12	17	
	Do. from Aktar to Bhan	5	0	.....		5	0	30	30	
	Total, Sehwan Táluka ...	164	0	.....		164	0	.....	.....	
	Total, Sind Division ...	9,554	1,203	15	0	9,569	1,203	.....	.....	
	Total (V) Village or Cleared Roads...	12,533	5,185	60	1,410	12,594	1,315	.....	.....	
	Grand Total for Local Fund Roads...	14,470	56	164	3,417	14,634	3,473	.....	.....	
	Totals of I, II, III, IV, & V Roads...	14,470	56	164	3,417	14,634	3,473	.....	.....	

Note.—It may be remarked that as Sind is a flat plain, road-making is very easy, consisting mainly of demarcating, excavating, two-side trenches and levelling irregularities flat, while the repairs are cheap, consisting only of filling up hollows, and in Upper Sind of strawing the roads with pampar grass to preserve them.

ABSTRACT.

Classification and Names of Roads.	Length in Miles.						Remarks.
	Completed.		In progress.		Total.		
Local Fund Roads.	Ms.	ft.	Ms.	ft.	Ms.	ft.	
I.—Roads metalled, bridged and drained throughout.							
Northern Division	50	5,227	10	1,320	61	1,267	
Southern do.	10	60	.....		10	60	
Central do.	.....		.....		.....		
Sind do.	.....		.....		.....		
Total ...	61	7	10	1,320	71	1,327	
II.—Roads, metalled and drained throughout, but the large Rivers not bridged.							
Northern Division	5	5,070	2	2,640	8	2,430	
Southern do.	79	0	.....		79	0	
Central do.	3	380	.....		3	380	
Sind do.	.....		.....		.....		
Total ...	88	170	2	2,640	90	2,810	
III.—Muram roads bridged and drained throughout.							
Northern Division	30	1,759	55	687	85	2,446	
Southern do.	133	2,640	1	2,640	135	0	
Central do.	1	530	.....		1	530	
Sind do.	13	0	.....		13	0	
Total ...	177	4,929	56	3,327	234	2,976	
IV.—Muram roads drained throughout, but the large Rivers not bridged.							
Northern Division	38	2,640	11	2,640	50	0	
Southern do.	1,146	3,440	14	2,640	1,161	800	
Central do.	423	4,805	9	0	432	4,805	
Sind do.	.....		.....		.....		
Total ...	1,609	325	35	0	1,644	325	
V.—Village or cleared roads.							
Northern Division	624	4,878	15	3,960	640	3,558	
Southern do.	968	3,240	29	2,730	998	630	
Central do.	1,386	1,144	.....		1,386	1,144	
Sind do.	9,554	1,203	15	0	9,569	1,203	
Total ...	12,533	5,185	60	1,410	12,594	1,315	
Grand Total for I, II, III, IV, and V ...	14,470	56	164	3,417	14,634	3,473	

Statement showing the Mileage, &c., and Progress of MUNICIPAL ROADS maintained by Civil Agency in the Bombay Presidency for the year 1891-92.

Districts.	Classification and Names of Roads.	Length in Miles. Completed.	In progress.	Total.	Average total Cost of Construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
	I.—ROADS METALLED, BRIDGED AND DRAINED THROUGHOUT.	Ms. ft.	Ms. ft.	Ms. ft.	Rs.	Rs.	
	NORTHERN DIVISION.						
	Surat.						
Surat	Road from Bazárvav to Surti Náka in the town of Mándvi	0 1,100	.....	0 1,100	1,735	72	
	Bulsár.						
	Road from Párdi Road to Custom-House	2 1,490	.....	2 1,490	Not known...	Not known.	
	Total, Surat Collectorate ...	2 2,590	.....	2 2,590	.....	.....	
	Broach.						
Broach... ...	Road from Railway Station to seats passing by the mills	3 725	.....	3 725	49,737	2,163	
	Do. from Railway Station to Fire Engine-shed at Vijalpur *viâ* Juna Bazár, Lál Bazár and Katpore Slope	2 2,717	.....	2 2,717	55,684	.....	
	Total, Broach District ...	5 3,442	.....	5 3,442	.....	.....	
Thána	Road from Kalyán Railway Station to Kalyán Bandar	1 0	.....	1 0	200	100	

Thána ...	Road from Bassein Town to the Mánikpur Station Road (portion within municipal limits) ...	1	0	.....	1	0	204	1,001
	Portion of the Bassein-Agáshi Road within Municipal limits ...	1	0	.....	1	0		
	Part of the Bombay-Agra Road within Municipal limits	1	0	.....	1	0	Not known...	1,770
	Part of the Bombay-Poona Road ...	0	3,960	.....	0	3,960	Do.	.....
	Total, Thána District ...	4	3,960	.....	4	3,960	.....	.....
Bombay ...	Road from Colába Point to Duncan Causeway	12	845	.....	12	845	23,760	60,192
	Road from Lady Jamsetji Causeway to its junction with the main road at Náráyen Road	2	950	.....	2	950	23,760	10,791
	Total, Bombay ...	14	1,795	.....	14	1,795	.....	.....
	TOTAL, NORTHERN DIVISION ...	27	1,227	.....	27	1,227	.....	.....
	SIND DIVISION.							
Shikárpur Canals	Shikárpur Municipal Road	0	3,135	.....	0	3,135	1,032	213
	Sukkur do. do. ...	6	4,752	.....	6	4,752	Not known	3,193
	Rohri do. do.	3	2,640	.....	3	2,640	110	175
	Total, Shikárpur Canals ...	10	5,247	.....	10	5,247	.....	.....
	Karáchi Municipality.							
Karáchi Canals ...	Napier Mole Road and Bandar Road.	5	0	.....	5	0	Not known	5,142
	Total, Karáchi Canals ...	5	0	.....	5	0	.....	.....
	Carried over ...	43	1,194	.....	43	1,194	.....	.....

MUNICIPAL ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed. Ms.	ft.	In progress. Ms.	ft.	Total. Ms.	ft.	Average total Cost of Construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
	Brought forward ...	43	1,194	.....		43	1,194	.....	.....	
	I.—ROAD METALLED, BRIDGED AND DRAINED THROUGHOUT—*continued.*									
	SIND DIVISION—*concluded.*									
	Hyderabad Buildings.									
Hyderabad Buildings.	Road to Tando-Alayhar from Nazir's office to Detal Shah Incline ...	0	4,130	.....		0	4,130	25	126	
	Road to Tando-Alayhar from Dharamshala post Sangatwah bridge to the Fuleli Stone Bridge .	0	4,080	.....		0	4,080	102	230	
	Road to Tando Mahomed Khán from Victoria Native General Library to Fort Incline	0	3,030	.....		0	3,030	2,249	150	
	Road to Miani from market Police Station to old jail aqueduct ...	0	680	.....		0	680	75	521	
	Total, Hyderabad Buildings ...	2	1,360	.....		2	1,360	.....	.....	
	TOTAL, SIND DIVISION ...	18	1,327	.....		18	1,327	.....	.....	
	Total, (I).—Roads, metalled, bridged and drained throughout	45	2,554	.....		45	2,554	.....	.....	

	II.—ROADS, METALLED AND DRAINED THROUGHOUT, BUT THE LARGE RIVERS NOT BRIDGED.								
	CENTRAL DIVISION.								
	Sávda.								
	Agra road lying within the town of Sávda	0	880	.....	0	880	1,292	*50	* Average of three years.
	Fazpur to Sávda Station. Portion lying within the town of Sávda	0	2,695	.....	0	2,695	.....	†10	† Do. of 1 year.
	Bhusával Municipality.								
	New Warangaon Road from Tawjis "mala" to Indian Cotton Company's Press	0	1,033	.....	0	1,033	Original cost cannot be ascertained.	Rs. 1,794 average for the whole has been shown as it cannot be ascertained for each separate portion.	
Khándesh ...	From near the Railway under bridge to Sakegaon Slir	0	2,772	.....	0	2,772			
	New Road from Police Chávdi to the bank of the "Nála" ...	0	351	.....	0	351			
	From the corner of the Dantle Peit to the beef and slaughter-house southwards	0	400	.....	0	400			
	From the Sátára Dharamshálla to the Sátára village Chávdi ...	0	938	.....	0	938			
	Shirpur Municipality.								
	Piece of Taramal Road passing through Municipal Limits ...	0	990	.....	0	990	2,000	None ever done up to date.	
	Total, Khándesh District ...	1	4,779	.....	1	4,779	.....	.....	
	TOTAL, CENTRAL DIVISION ...	1	4,779	.....	1	4,779	.....	.....	
	Carried over ...	47	2,053	.....	47	2,053	.....	.....	
	Carried over Total of I ...	45	2,554	.....	45	2,554	.....	.....	

MUNICIPAL ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed. Ms.	ft.	In progress. Ms.	ft.	Total. Ms.	ft.	Average total Cost of Construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
								Rs.	Rs.	
	Brought forward ...	45	2,554	.....		45	2,554	.....	.....	
		47	2,053	.....		47	2,053	.....	.....	
	II.—MURAM ROADS BRIDGED AND DRAINED THROUGHOUT—*continued.*									
	ADEN.									
Aden	Jail-Tavella Tank Road	0	3,681	.....		0	3,681	Not known.	.....	
	Church Tavella Tank Road	0	3,039	.....		0	3,039			
	Bazár and Jaffran Road with cross roads	0	3,699	.....		0	3,699			
	Musfid-Aban Road	0	1,500	.....		0	1,500			
	Aidroos-Musjid Road	0	1,611	.....		0	1,611			
	Malla-Bandar Road	0	2,400	.....		0	2,400			
	Malla-Bandarcross-road	0	699	.....		0	699			
	Crescent Road	0	1,644	.....		0	1,644			
	Crescent cross-road	0	261	.....		0	261			
	Market Road...	0	699	.....		0	699			
	Daswi Bazar Road	0	2,190	.....		0	2,190			
	Shaik Othman Road...	2	516	.....		2	516			
	Vali Road	0	4,482	.....		0	4,482			
	Lime kiln Road	1	225	.....		1	225			
	Pier Road	1	1,845	.....		1	1,845			
	Connaught Road	1	4,746	.....		1	4,746		.....	
	Distillery Road	0	3,453	.....		0	3,453			
	Hunter Road...	0	540	.....		0	540			
	Total, Aden ...	12	270	.....		12	270	.....	.....	

	SIND DIVISION.							
	Karáchi Municipality.							
Karáchi Canals ...	Tata Road	1	4,220	.....	1	4,220	Not known .	945
	Total, Karáchi District ...	1	4,220	.....	1	4,220	.....	.....
	Total, Sind Division ...	1	4,220	.....	1	4,220	.....	.....
	Total, (II).—Roads, metalled and drained throughout, but the large rivers not bridged	15	3,989	.....	15	3,989	.....	.....
	III.—MURAM ROADS, BRIDGED AND DRAINED THROUGHOUT.							
	NORTHERN DIVISION.							
Surat	Road from Bulsár Railway Station to the District Bungalow, Bulsár...	0	3,200	.....	0	3,200	Not known...	.....
	Total, Surat District ...	0	3,200	.....	0	3,200	.....	.....
	TOTAL, NORTHERN DIVISION ...	0	3,200	.....	0	3,200	.....	.....
	SIND DIVISION.							
	Karáchi Municipality.							
Karáchi Canals ...	Tatta Road	2	500	.....	2	500	Not known .	394
	Total, Karáchi Canals ...	2	500	.....	2	500	.....	.....
Western Nara ...	Sehwan Road	2	0	.....	2	0	Not known .	359
	Total, Western Nara ...	2	0	.....	2	0	.....	.....
	TOTAL, SIND DIVISION ...	4	500	.....	4	500	.....	.....
	Total, (III). Muram roads, bridged and drained throughout ...	4	3,700	.....	4	3,700	.....	.....
	Carried over ...	65	4,963	.....	65	4,963	.....	.....
	Carried over Totals, I, II and III...	65	4,963	.....	65	4,963	.....	.....

MUNICIPAL ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed.		In progress.		Total.		Average total Cost of Construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
		Ms.	ft.	Ms.	ft.	Ms.	ft.	Rs.	Rs.	
	Brought forward ...	65	4,963	.....		65	4,963	.....	.....	
		65	4,963	.....		65	4,963	.....	.....	
	IV.—MURAM ROADS DRAINED THROUGHOUT, BUT THE LARGE RIVERS NOT BRIDGED.									
	NORTHERN DIVISION.									
Thána	Road from Kelve Máhim and from Máhim to Shirgaon	1	3,960	0	1,320	2	0	200	398	
	Total, Thána District ...	1	3,960	0	1,320	2	0	.....	.....	
	TOTAL, NORTHERN DIVISION ...	1	3,960	0	1,320	2	0	.....	.....	
	SOUTHERN DIVISION.									
	Kumta.									
	Coast road from Amdalli to Honávar *viâ* Bankikod, Gokarn and Kumta	0	1,400	.....		0	1,400	89	15	
	Sirsi.									
	Road from Sirsi to Sonda *viâ* Hullekal	0	4,450	.....		0	4,450	18	27	
Kánara... ...	*Kárwár.*									
	Kajubag-Sunkery Road	3	838	.....		3	838	Not known...	240	
	Road from the junction of the Koney-Sezwad Road to Bingi pier *viâ* Bingi Ghat	0	2,640	.....		0	2,640	Do. ...	42	
	Total, Kánara District ...	4	4,048	.....		4	4,048	.....	.....	
	TOTAL, SOUTHERN DIVISION ...	4	4,048	.....		4	4,048	.....	.....	

	CENTRAL DIVISION.							
Khándesh ...	Ashirgad Road portion of Zodga-Ashirgad Road	0	2,640	.....	0	2,640	Not known.	720
	Nasirabad Road portion of Jalgaon-Nasirabad Road	0	2,640	.....	0	2,640		
	Neri Road—Road joining the Jalgaon-Neri Road by the old town ...	0	2,640	.....	0	2,640		
	Total, Khándesh District ...	1	2,640	.....	1	2,640	.....	.....
	TOTAL, CENTRAL DIVISION ...	1	2,640	.....	1	2,640	.....	.....
	SIND DIVISION.							
	Karáchi Municipality.							
Karáchi Canals ...	Lasbela Road	3	3,960	.....	3	3,960	Not known.	856
	Total, Karachi District ...	3	3,960	.....	3	3,960	.....	.....
	Total, Sind Division ...	3	3,960	.....	3	3,960	.....	.....
	Total (IV).—Muram roads drained throughout, but the large rivers not bridged	11	4,048	0 1,320	12	88	.....	.....
	V.—VILLAGE OR CLEARED ROADS.							
	NORTHERN DIVISION.							
Surat	Road from Bulsár Railway Station to the Satimata Temple	1	2,320	.....	1	2,320	Not known...	.....
	Road from Chipwad towards the Kadia ovara	0	976	.....	0	976	Do. ...	.....
	Total, Surat District ...	1	3,296	.....	1	3,296	.....	.....
	TOTAL, NORTHERN DIVISION ...	1	3,296	.....	1	3,296	.....	.....
	Carried over ...	79	1,747	0 1,320	79	3,067	.....	.....
	Carried over Totals, I, II, III and IV	77	3,731	0 1,320	77	5,051	.....	.....

MUNICIPAL ROADS—*continued.*

Districts.	Classification and Names of Roads.	Length in Miles. Completed. Ms.	ft.	In progress. Ms.	ft.	Total. Ms.	ft.	Average total Cost of Construction per Mile.	Average annual Cost of Maintenance and Repairs in the last five years.	Remarks.
								Rs.	Rs.	
	Brought forward ...	77	3,731	0	1,320	77	5,051	.....	.....	
		79	1,747	0	1,320	79	3,067	.....	.....	
	SOUTHERN DIVISION.									
Kánara ...	Road from Kumta to Halkeri ...	1	20	.....		1	20	71	59	
	Road leading to sea-shore from the town of Kumta	0	4,800	.....		0	4,800	86	25	Metalled, bridged and drained throughout.
	Road from Travellers' Bungalow at Kumta to Hegdar	0	1,200	.....		0	1,200	105	20	Mooram road do.
	Road from Taluk Kacheri at Kumta to Bustes Temple	0	350	.....		0	350	633	25	Do. do.
	Total, Kánara District ...	2	1,090	.....		2	1,090	.....	.....	
	TOTAL, SOUTHERN DIVISION ...	2	1,090.	.....		2	1,090	.....	.....	
	SIND DIVISION.									
Shikárpur Canals.	Shikárpur Municipality... ...	15	696	.....		15	696	Not known...	5,437	
	Garhi Yasin do.	2	1,980	.....		2	1,980	.....	6,512	
	Total, Shikárpur Canals ...	17	2,676	.....		17	2,676	.....	.....	

	Umarkot.							
Eastern Nára ..	Road from Umarkot Fort to old garden	0	1,320	.....	0	1,320	Not known...	20
	Do. from Umarkot to Burning Ground	1	0	.....	1	0	Do. ...	.....
	Total, Eastern Nára ...	1	1,320	.....	1	1,320	.....	.....
	Tando Municipality.							
Fuleli Canals ...	Road from the Guni Bridge to the road joining the Tando Ghulam Haider road	0	3,400	.....	0	3,400	92	64
	Total, Fuleli Canals ...	0	3,400	.....	0	3,400	.....	.....
	Karáchi Municipality.							
Karáchi Canals ...	Malir Road	1	3,960	.....	1	3,960	Not known .	323
	Total, Karáchi Canals ...	1	3,960	.....	1	3,960	.....	.....
	TOTAL, SIND DIVISION ...	21	796	.....	21	796	.....	.....
	ADEN.							
Aden	Roads in Crater	4	4,278	.....	4	4,278	Not known.	5,925
	Roads at Malla	1	2,220	.....	1	2,220		
	Roads at Tawahi	1	2,721	.....	1	2,721		
	Road in Shaik Othman	6	5,250	.....	6	5,250	Do. ...	4,391
	Road to Hiswa	4	1,980	.....	4	1,980		
	Road to Imad	5	0	.....	5	0		
	Road to Little Aden from Hiswa ...	12	3,480	.....	12	3,480		
	TOTAL, ADEN DISTRICT ...	36	4,089	.....	36	4,089	.....	.....
	Total (V).—Village or Cleared Roads.	61	3,991	.....	61	3,991	.....	.....
	GRAND TOTAL FOR MUNICIPAL ROADS.	139	2,442	0 1,320	139	3,762	.....	.....
	Totals of I, II, III, IV and V ...	139	2,442	0 1,320	139	3,762	.....	.....

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ABSTRACT.

Classification and Names of Roads	Length in Miles. Completed.		In progress.		Total.		Remarks.
	Ms.	ft.	Ms.	ft.	Ms.	ft.	
Municipal Roads.							
I.—Roads metalled, bridged and drained throughout.							
Northern Division	27	1,227	.....		27	1,227	
Southern do.	.....		.....		.....		
Central do.	.....		.....		.....		
Sind do.	18	1,327	.....		18	1,327	
Total ...	45	2,554	.....		45	2,554	
II.—Roads metalled and drained throughout, but the large Rivers not bridged.							
Northern Division	.....		.....		.....		
Southern do.	.....		.....		.....		
Central do.	1	4,779	.....		1	4,779	
Sind do.	1	4,220	.....		1	4,220	
Aden District	12	270	.....		12	270	
Total ...	15	3,989	.....		15	3,989	
III.—Muram roads bridged and drained throughout.							
Northern Division	0	3,200	.....		0	3,200	
Southern do.	.....		.....		.....		
Central do.	.....		.....		.....		
Sind do.	4	500	.....		4	500	
Total ...	4	3,700	.....		4	3,700	
IV.—Muram roads drained throughout, but the large Rivers not bridged							
Northern Division	1	3,960	0	1,320	2	0	
Southern do.	4	4,048	.....		4	4,048	
Central do.	1	2,640	.....		1	2,640	
Sind do.	3	3,960	.....		3	3,960	
Total ...	11	4,048	0	1,320	12	88	
V.—Village or cleared roads.							
Northern Division	1	3,296	.....		1	3,296	
Southern do.	2	1,090	.....		2	1,090	
Central do.	.....		.....		.....		
Sind do.	21	796	.....		21	796	
Aden District	36	4,089	.....		36	4,089	
Total ...	61	3,991	.....		61	3,991	
Grand Total of I, II, III, IV and V ...	139	2,442	0	1,320	139	3,762	

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